THE ASHEVILLE NEWS.

VOL. 10—No. 30.] ASHEVILLE, N. C., THURSDAY, FEBRUARY 10, 1859. [WHOLE No. 498.

(Concluded from Supplement.)

5195 From Wadesborough, by Jones' Creek, Deep Creek, White's Store, White Hill, Lane's Creek, and Beaver Dam, to Monroe, 48 miles and back, twice a week to White's Store, and once a week the residue.

Leave Wadesborough Thursday at 9 a m;
Arrive at Monroe next day by 12 m;
Leave Monroe Friday at 1 p m;
Arrive at Wadesborough next day by 4 p m;
Leave Wadesborough Monday at 6 a m;
Arrive at White's Store by 12 m;
Leave White's Store Monday at 1 p m;
Arrive at Wadesborough by 7 p m.

5196 From Wadesborough, by Diamond Hill, Olive Branch, Jedkins' Store, and Richardson's Creek, to Monroe, 40 miles and back, once a week.

Laeve Wadesborough Wednsday at 6 a m,
Arrive at Monroe by 8 p m,
Leave Monroe Thursday at 6 a m,
Arrive at Wadesborough by 8 p m.

5197 From Wadesborough to Lanesborough, 12½ miles and back, once a week.

Leave Wadesborough Thursday at 11 a m;
Arrive at Lanesborough by 3 p m;
Leave Lanesborough Thursday at 6 a m;
Arrive at Wadesborough by 10 a m.

Proposals for twice-a-week service will be considered; also for three-times-a-week service, to extend to Monroe.

5198 From Wadesborough, by Lilesville, Pee Dee, Dumas' Store, Mangum, and Little's Mills, to Pekin, 31 miles and back, once a week.

Leave Wadesborough Thursday at 9 a m;
Arrive at Pekin by 8 p m;
Leave Pekin Friday at 6 a m;
Arrive at Wadesborough by 5 p m.

5199 From Rockingham, by Linton, to Cheraw, (S. C.,) 22 miles and back, three times a week.

Leave Rockingham Monday, Wedn., and Friday at 5 1-2 a m;
Arrive at Cheraw by 1-2 p m;
Leave Cheraw Monday, Wednesday, and Friday at 1 p m;
Arrive at Rockingham by 8 p m;

5200 From Rockingham, by Dockery's Store, Lethe, and Bear Branch, to McDonald's Mills, 18 miles and back, once a week.

Leave Rockingham Thursday at 6 a m;
Arrive at McDonald's Mills by 12 m;
Leave McDonald's Mills Thursday at 1 p m;
Arrive at Rockingham by 7 p m.

5201 From Lilesville, by Franklinburg, to Rockingham, 16 miles and back, once a week.

Leave Lilesville Friday at 6 1-2 a m;
Arrive at Rockingham by 12 m;
Leave Rockingham Friday at 1 p m;
Arrive at Lilesville by 6 1-2 p m.

5202 From Albemarle to Swift Island, 9 miles and back, once a week.

Leave Albemarle Saturday at 10 1-2 a m;
Arrive at Swift Island by 1 p m;
Leave Swift Island Saturday at 7 a m;
Arrive at Albemarle by 10 a m.

5203 From Albemarle, by Efird's Mills, Morgan's Mills, Love's Level, Garmon's Mills, Leo, and Rowlandsville, to Albemarle, equal to 28 miles and back, once a week.

Leave Albemarle Thursday at 9 a m;
Arrive at Albemarle next day by 6 p m;

5204 From Salem, by Winston, Sedge Garden, Germantown, Walnut Cove, Pine Hall, Madison, Pleasantville, and Wentworth, to Reidsville, 56 miles and back three times a week.

Leave Salem Monday, Wednesday, and Friday at 7 a m;
Arrive at Madison by 6 p m;
Leave Madison Tuesday, Thursday, and Saturday at 8 a m;
Arrive at Reidsville by 4 p m;
Leave Reidsville Tuesday, Thursday, and Saturday after arrival of Danville mail—say at 1 a m;
Arrive at Salem by 7 p m.

5205 From Salem, by Winston, Walkerstown, White Road, and Blakely, to Madison, 30 miles and back, once a week.

Leave Salem Saturday at 7 a m;
Arrive at Madison by 6 p m;
Leave Madison Sunday at 7 a m;
Arrive at Salem by 6 p m.

5206 From Salem, by Winston, Oldtown, Bethania, Flint Hill, Little Yadkin, Pilot Mountain, Tom's Creek, Flat Shoal, Mount Airy, Lovel's Creek, (Va.,) Hillsville, Cranberry Plains, and Jackson's Ferry to Wytheville, 93 miles and back, three times a week.

Leave Salem Tuesday, Thursday, and Saturday at 7 a m.
Arrive at Mount Airy by 9 p m;
Leave Mount Airy Wednesday, Friday, and Sunday, at 5 a m;
Arrive at Wytheville by 8 p m;
Leave Wytheville Tuesday, Thursday, and Saturday at 6 1-2 a m;
Arrive at Mount Airy by 9 p m;
Leave Mount Airy Wednesday, Friday, and Sunday at 3 a m.
Arrive at Salem by 4 p m.

5207 From Salem, by Clemmonsville, Panther Creek, Huntsville, Yadkinville, Hamptonville, Locust Shade, New Castle, Brier Creek, Wilkesborough, Reddie's River, Wilbar, and South Fork, to Jefferson, 98 miles and back, three times a week.

Leave Salem Monday, Wednesday, and Friday at 6 a m;
Arrive at Jefferson next days by 6 p m;
Leave Jefferson Monday, Wednesday, and Friday at 6 a m;
Arrive at Salem next days by 6 p m.

5208 From Salem to Winston, 1 mile and back, three times a week.

Leave Salem Tuesday, Thursday, and Saturday after arrival of High Point mail—say at 8 p m,
Arrive at Winston by 8 1-2 p m;
Leave Winston Tuesday, Thursday, and Saturday at 7 p m;
Arrive at Salem by 7 1-2 p m.

5209 From Salem to Muddy Creek, 6 miles and back, once a week.

Leave Salem Saturday at 8 1-2 a m;
Arrive at Muddy Creek by 10 1-2 a m;
Leave Muddy Creek Saturday at 6 a m;
Arrive at Salem by 8 a m.

5210 From Madison to Martin's Lime Kilns, 15 miles and back, once a week:

Leave Madison Saturday at 1 1-2 p m;
Arrive at Martin's Lime Kilns by 6 p m;
Leave Martin's Lime Kilns Saturday at 7 1-2 a m;
Arrive at Madison by 12 m.

5211 From Madison, by Ayresville, Crooked Creek, Colesville, Peter's Creek, Francisco, and Westfield, to Mount Airy, 52 miles and back, once a week,

Leave Madison Tuesday at 1 p m;
Arrive at Mount Airy next day by 6 p m;
Leave Mount Airy Monday at 7 a m;
Arrive at Madison next day by 12 m.

5212 From Wentworth, by Eagle Falls, to Leaksville, 10 miles and back, three times a week.

Leave Wentworth Tuesday, Thursday, and Saturday at 8 1-2 a m;
Arrive at Leaksville by 11 1-2 a m;
Leave Leaksville Tuesday, Thursday, and Saturday at 5 a m;
Arrive at Wentworth by 8 a m.

5213 From Leaksville, by Dan River, Oregon, and Mayfield, to Graves, 23 1-2 miles and back, once a week.

Leave Leaksville Saturday at 4 a m;
Arrive at Graves by 12 m;
Leave Graves Saturday at 1-2 p m;
Arrive at Leaksville by 8 1-2 p m.

5214 From Leaksville, by Martin Grogan's and Grogansville, to Horse Pasture, (Va.,) 21 miles and back, once a week.

Leave Leaksville Thursday at 5 a m;
Arrive at Horse Pasture by 12 m;
Leave Horse Pasture Thursday at 1 p m;
Arrive at Leaksville by 8 p m.

5215 From Winston, by Mount Tabor, Vienna, Red Plain, East Bend, Five Mile Fork, Mount Nebo, Boonville, and Walnut Lane, to Jonesville, 50 miles and back, once a week.

Leave Winston Friday at 7 a m;
Arrive at Jonesville next day by 12 m;
Leave Jonesville Saturday at 1 p m;
Arrive at Winston next day by 6 p m.

Proposals for twice-a-week service will be considered.

5216 From Germantown, by Wilson's Store, Neatman, Danbury, Red Shoals, Martin's Lime Kilns, Smith's Valley, Colesville, and Avo, (Va.,) to Patrick C. H., 42 miles and back, twice a week.

Leave Germantown Tuesday and Friday at 5 a m;
Arrive at Patrick C. H. by 8 p m;
Leave Patrick C. H. Wednesday and Saturday at 6 a m;
Arrive at Germantown by 8 p m.

5217 From Mount Airy, by Hay Stack and Judesville, to Cherry Lane, 34 miles and back, once a week.

Leave Mount Airy Wednesday at 6 a m,
Arrive at Cherry Lane by 8 p m.
Leave Cherry Lane Thursday at 6 a m;
Arrive at Mount Airy by 8 p m.

5218 From Airy to Dobson, 12 miles and back, twice a week.

Leave Mount Airy Sunday and Friday at 3 p m.
Arrive at Dobson by 7 p m;
Leave Dobson Sunday and Friday at 10 a m;
Arrive at Mount Airy by 2 p m;

5219 From Tom's Creek, by Douglas' Ford, (local,) and Green Harbor, (local,) to Dobson, 20 miles and back, once a week.

Leave Tom's Creek Friday at 8 a m;
Arrive at Dobson by 4 p m;
Leave Dobson Thursday at 9 a m;
Arrive at Tom's Creek by 5 p m.

5220 From Huntsville by Red Plains, East Bend, and Forbush, to Republic, 25 miles and back, once a week.

Leave Huntsville Saturday at 5 a m;
Arrive at Republic by 12 m;
Leave Republic Saturday at 1 p m;
Arrive at Huntsville by 8 p m.

5221 From Rockford, by Richmond Hill and Mount Nebo, to Yadkinville, 15 miles and back, twice a week.

Leave Rockford Monday and Friday at 7 a m;
Arrive at Yadkinville by 12 m;
Leave Yadkinville Monday and Friday on arrival of Salem mail—say at 2 p m;
Arrive at Rockford by 7 p m.

5222 From Rockford, by Siloam, Stony Ridge, Old Richmond, Bethania, and Rural Hall, to Germantown, 36 1-2 miles and back, once a week.

Leave Rockford Monday at 6 a m;
Arrive at Germantown by 5 p m;
Leave Germantown Sunday at 6 a m;
Arrive at Rockford by 5 p m.

5223 From Rockford, by Rusk, to Dobson, 17 miles and back, once a week.

Leave Rockford Monday at 6 a m;
Arrive at Dobson by 12 m;
Leave Dobson Monday at 1 p m;
Arrive at Rockford by 7 p m.

5224 From Jonesville, by Elkin, State Road, Roaring Gap, Cherry Lane, Glade Creek, and Gap Civil, to Independence, (Va.,) 42 miles and back, once a week.

Leave Jonesville Wednesday at 5 a m;
Arrive at Independence by 9 p m;
Leave Independence Tuesday at 5 a m;
Arrive at Jonesville by 9 p m.

5225 From Hamptonville, by Zion, Union Grove, New Hope, Mount Pisgah, and York Collegiate Institute, to Taylorsville, 35 miles and back, once a week.

Leave Hamptonville Friday at 6 a m;
Arrive at Taylorsville by 6 p m;
Leave Taylorsville Saturday at 6 a m;
Arrive at Hamptonville by 6 p m.

5226 From Hamptonville, by Houstonville, Williamsburg, Olin, Post Oak, Snow Creek, and Liberty, to Statesville, 35 miles and back, once a week.

Leave Hamptonville Friday at 6 a m;
Arrive at Statesville by 6 p m;
Leave Statesville Saturday at 6 a m;
Arrive at Hamptonville by 6 p m

5227 From Hamptonville by Oak Level, Ausburnville, and Lovelace, to Wilkesborough, 29 miles and back, once a week.

Leave Hamptonville Tuesday at 7 a m;
Arrive at Wilkesborough by 6 p m;
Leave Wilkesborough Monday at 7 a m;
Arrive at Hamptonville by 6 p m.

Bids to end at Zimmerman, omitting Lovelace and Wilkesborough, will be considered.

5228 From Brier Creek, by Swan Pond, Jonesville and Chestnut Ridge, to Yadkinville, 26 miles and back, once a week.

Leave Brier Creek Friday at 6 a m;
Arrive at Yadkinville by 6 p m;
Leave Yadkinville Saturday at 6 a m;
Arrive at Brier Creek by 6 p m.

5229 From Wilkesborough, by Hay Meadow, Trap Hill, Elk Spur, Cherry Lane, Glade Creek, Gap Civil, Elk Creek, and Potato Creek, to Mouth of Wilson, (Va.,) 50 miles and back, once a week.

Leave Wilkesborough Thursday at 1 p m;
Arrive at Mouth of Wilson next day by 7 p m;
Leave Mouth of Wilson Wednesday at 5 a m;
Arrive at Wilkesborough next day by 12 m.

5230 From Wilkesborough, by Mulberry, Laurel Springs, and Scottsville, to Mouth of Wilson, (Va.,) 40 miles and back, once a week.

Leave Wilkesborough Thursday at 8 a m;
Arrive at Mouth of Wilson next day by 12 m;
Leave Mouth of Wilson Friday at 1 p m;
Arrive at Wilkesborough next day by 5 p m.

5231 From Wilkesborough, by Purlear's Creek, Job's Cabin, and Rotherwood, to Boone, and back by Rotherwood, Stony Fork, and Lewis' Fork, to Wilkesborough, equal to 38 miles and back, once a week.

Leave Wilkesborough Tuesday at 5 a m;
Arrive at Boone by 7 p m;
Leave Boone Wednesday at 5 a m;
Arrive at Wilkesborough by 7 p m.

5232 From Wilkesborough, by Elkville, Fort Defiance, Lenoir, and Copenhagen, to Morganton, 48 miles and back, once a week; with an additional weekly trip from Wilkesborough, by Elkville and Fort Defiance, to Lenoir, and back by Hazel Dell, King's Creek, and Warrior Creek, to Wilkesborough, equal to 31 miles and back.

Leave Wilkesborough Monday at 8 a m;
Arrive at Morganton next day by 12 m;
Leave Morganton Tues. at 2 p m;
Arrive at Wilkesborough next day by 7 p m;
Leave Wilkesborough Friday at 8 a m;
Arrive at Lenoir by 7 p m;
Leave Lenoir Saturday at 8 a m;
Arrive at Wilkesborough by 7 p m.

5233 From Wilkesboro', by Hunting Creek, Zimmerman, Boyden, and Union Grove, to Olin, 30 miles and back, once a week.

Leave Wilkesborough Wednesday at 7 a m;
Arrive at Olin by 6 p m;
Leave Olin Thursday at 6 a m;
Arrive at Wilkesborough by 5 p m.

5234 From Jefferson, by Walnut Hill, to Hilton, 12 miles and back once a week.

Leave Jefferson Tuesday at 8 a m;
Arrive at Hilton by 12 m;
Leave Hilton Tuesday at 1 p m;
Arrive at Jefferson by 5 p m.

5235 From Jefferson, by Nettle Knob, to Gap Creek, 12 miles and back once a week.

Leave Jefferson Monday at 8 a m,
Arrive at Gap Creek by 12 m;
Leave Gap Creek Monday at 1 p m;
Arrive at Jefferson by 5 p m.

5236 From Jefferson, by Beaver Creek, Elk Cross Roads, Moretz's Mill, and Boone, to Sugar Grove, 30 miles and back, once a week.

Leave Jefferson Friday at 7 a m;
Arrive at Sugar Grove by 6 p m;
Leave Sugar Grove Satur. at 7 a m;
Arrive at Jefferson by 6 p m.

5237 From Jefferson to Horse Creek, 15 miles and back, once a week.

Leave Jefferson Saturday at 1 p m,
Arrive at Horse Creek by 6 p m,
Leave Horse Creek Satur. at 6 a m,
Arrive at Jefferson by 11 a m.

5238 From Mocksville, by Smith's Grove and Farmington, to Huntsville, 18 miles and back twice a week.

Leave Mocksville Monday and Friday at 1 p m,
Arrive at Huntsville by 7 p m,
Leave Huntsville Monday and Friday at 6 a m,
Arrive at Mocksville by 12 m.

5239 From Mocksville, by Clarksville, Hamptonville, and Bald Knob, to Jonesville, 31 miles and back, twice a week.

Leave Mocksville Tuesday and Saturday 7 at a m,
Arrive at Jonesville by 6 p m,
Leave Jonesville Wednesday and Sunday at 7 a m.
Arrive at Mocksville by 6 p m.

5240 From Statesville, by Fancy Hill, Stony Point, Taylorsville, Little River, and Deal's Mills, to Lenoir 47 miles and back, twice a week.

Leave Statesville Monday and Friday at 7 a m,
Arrive at Lenoir by 10 p m,
Leave Lenior Tuesday and Saturday at 6 a m,
Arrive at Statesville by 9 p m.

5241 From Statesville, by Amity Hill, to Mount Ulla, 15 miles and back, once a week.

Leave Statesville Saturday at 1 p m,
Arrive at Mount Ulla by 6 p m,
Leave Mount Ulla Saturday at 7 a m,
Arrive at Statesville by 12 m.

5242 From Statesville, by New Sterling, Elk Shoal, and Taylorsville, to Wilkesborough, 43 miles and back, once a week.

Leave Statesville Satuday at 5 a m,
Arrive at Wilkesborough by 8 p m,
Leave Wilkesboro' Friday at 5 a m,
Arrive at Statesville by 8 p m.

5243 From Statesville, by Bethany Church, Turnersburg, Olin, Williamsburg, and Eagle Mills, to Hamptonville, 28 miles and back, twice a week to Olin, and once a week the residue.

Leave Statesville Tuesday & Thursday at 7 a m,
Arrive at Olin by 12 m;
Leave Olin Tuesday and Thursday at 1 p m;
Arrive at Stetesville by 6 p m;
Leave Olin Wednesday at 7 a m;
Arrive at Hamptonville by 12 m,
Leave Hamptonville Wednesday at 1 p m;
Arrive at Olin by 6 p m.

Bids invited for twice-a-week service on the whole route; also for three-times-a-week service, one of the trips to be over route 5226.

5244 From Taylorsville to Wittenberg, 12 miles and back, once a week.

Leave Taylorsville Wednesday at 12 m;
Arrive at Wittenberg by 4 p m;
Leave Wittenberg Wednesday at 7 a m;
Arrive at Taylorsville by 11 a m.

Proposals to extend to Catawba View are invited.

5245 From Morganton, by Perkinsville, Collettsville, Globe, Valle Crusis, Watauga Falls, and Butler, (Tenn.,) to Dugger's Ferry, 71 miles and back, once a week.

Leave Morganton Wednesday at 6 a m;
Arrive at Dugger's Ferry next day by 6 p m,
Leave Dugger's Ferry Friday at 6 a m,
Arrive at Morganton next day by 6 p m.

5246 From Morganton by Linnville River, North Cove, Grassy Creek, Bakersville, and Ledger, to Burnsville, 61 miles and back, once a week.

Leave Morganton Wednes. at 7 a m.
Arrive at Burnsville next day by 6 p m,
Leave Burnsville Monday at 7 a m,
Arrive at Morganton next day by 6 p m.

5247 From Morganton, by Brindletown, Dysartsville, Minersville, and Cuba, to Retherfordton, 39 miles and back, once a week.

Leave Morganton Saturday at 5 a m,
Arrive at Rutherfordton by 7 p m,
Leave Rutherfordton Friday at 5 a m,
Arrive at Morganton by 7 p m.

Proposals for twice-a-week service will be considered.

5248 From Marion, by Black Mountain, Stone Mountain, and Edneyville, to Hendersonville, 44 1-2 miles and back, once a week.

Leave Marion Wednesday at 6 a m,
Arrive at Hendersonville next day by 11 a m,
Leave Hendersonville Thur. at 2 p m
Arrive at Marion next day by 6 p m.

5249 From Grassy Creek, by Rose Creek, Childsville, Yellow Mountain, Cranberry Forge, and Roan Mountain, (Tenn.,) to Doe River Cove, 50 miles and back, once a week.

Leave Grassy Creek Friday at 6 a m,
Arrive at Doe River Cove next day by 12 m,
Leave Doe River Cove Saturday at 1 p m,
Arrive at Grassy Creek next day by 6 p m.

5250 From Burnsville, by Day Book, Red Hill, Fork Mountain, Limestone Cave, (Tenn.,) and Doe River Cove, to Elizabethton, 45 miles and back, once a week.

Leave Burnsville Saturday at 1 p m,
Arrive at Elizabethton next day by 6 p m,
Leave Elizabethton Friday at 6 a m,
Arrive at Burnsville next day by 12 m.

5251 From Burnsville, by Bald Creek, Ivy Gap, Paint Gap, Ivy, Democrat, Stocksville, and Reems' Creek, to Asheville, 39 miles and back, twice a week; Paint Gap to be supplied only on the first, and Bald Creek and Ivy Gap on the second trip of each week.

Leave Burnsville Monday & Thursday at 6 a m,
Arrive at Asheville by 6 p m,
Leave Asheville Tuesday and Friday at 6 a m,
Arrive at Burnsville by 6 p m.

5252 From Burnsville, by Crab Tree, Falls, Piney Branch, Grassy Creek, Turkey Cove, and Cains' Branch, to Marion, 34 miles and back, once a week.

Leave Burnsville Thursday at 6 a m,
Arrive at Marion by 6 p m,
Leave Marion Friday at 6 a m,
Arrive at Burnsville by 6 p m.

5253 From Bald Creek, by Egypt, to Ramseytown, 13 miles and back, once a week.

Leave Bald Creek Saturday at 7 a m,
Arrive at Ramseytown by 12 m,
Leave Ramseytown Saturday at 1 p m,
Arrive at Bald Creek by 6 p m.

5254 From Ivy, by Raysville, Big Laurel, and White Rock, to Limestone Springs, [Tenn.,] 37 miles and back, once a week.

Leave Ivy Monday at 6 a m,
Arrive at Limestone, Springs by 6 p m,
Leave Limestone Springs Tuesday at 6 a m,
Arrive at Ivy by 6 p m.

5255 From Ivy, by Clay, Walnut Mountain, Flag Pond, [Tenn.,] Clear Branch, and Indian Creek, to Longmire, 31 miles and back, once a week.

Leave Ivy Saturday at 6 a m,
Arrive at Longmire by 6 p m,
Leave Longmire Friday at 6 a m,
Arrive at Ivy by 6 p m.

5256 From Ivy, by Gabriel's Creek, to Marshall, 15 miles and back, once a week.

Leave Ivy Saturday at 7 a m,
Arrive at Marshall by 12 m,
Leave Marshall Saturday at 1 p m,
Arrive at Ivy by 6 p m.

5257 From Lincolnton, by White Pine, Buffalo Paper Mill, Shelby C. H., Fillmore, Mooresboro', Webb's Ford, Rutherfordton, Green Hill, Grassy Knob, Chimney Rock, Bear Wallow, and Fairview, to Asheville, 88 miles and back, six times a week.

Leave Lincolnton daily, except Monday, at 5 a m,
Arrive at Asheville next days by 5 a m,
Leave Asheville daily, except Sunday, at 7 a m,
Arrive at Lincolnton next days by 7 a m.

5258 From Lincolnton, by Nail Factory, Dallas, Catawba Creek, Crowder's Creek, and New Centre, (S. C.,) to Yorkville, 41 miles and back, three times a week.

Leave Lincolnton Sunday, Wednesday, and Friday at 6 a m,
Arrive at Yorkville by 5 p m,
Leave Yorkville Sunday, Tuesday, and Thursday at 8 a m,
Arrive at Lincolnton by 7 p m.

5259 From Lincolnton, by Siegle's Store, Mull Grove, and Jacob's Fork, to Newton, 29 miles and back, once a week.

Leave Lincolnton Friday at 7 a m,
Arrive at Newton by 6 p m,
Leave Newton Saturday at 7 a m,
Arrive at Lincolnton by 6 p m.

5260 From Catawba Creek, by Pleasant Ridge and Bethel, (S. C.,) to Yorkville, 20 miles and back, once a week.

Leave Catawba Creek Thur. at 1 p m,
Arrive at Yorkville by 8 p m,
Leave Yorkville Thursday at 5 a m,
Arrive at Catawba Creek by 12 m.

5261 From Shelby, by Sloan's Store, Zion Church, Siegle's Store, and Jacob's Fork, to Newton, 36 miles and back, once a week.

Leave Shelby Monday at 6 a m,
Arrive at Newton by 6 p m,
Leave Newton Tuesday at 6 a m,
Arrive at Shelby by 6 p m.

5262 From Shelby by Pierceville, Double Shoal, Garner's Ford, and Knob Creek, to Morganton, 47 miles and back, once a week.

Leave Shelby Tuesday at 1 p m;
Arrive at Morganton next day by 6 p m,
Leave Morganton Monday at 6 a m,
Arrive at Shelby next day by 12 m.

5263 From Shelby, by Stice's Shoal, Erwinsville, and Grassy Pond, (S. C.,) to Limestone Springs, 20 1-4 miles and back, twice a week.

Leave Shelby Wednesday and Saturday at 6 a m,
Arrive at Limestone Springs by 12 m,
Leave Limestone Springs Wednesday and Saturday at 1 p m,
Arrive at Shelby by 7 p m.

5264 From Shelby, by Birchettsville, Nicholsonville, Camp's Creek, Grassy Pond, [S. C.,] Algood, and Templeman's Mills; to Spartanburg C. H, 36 miles and back, once a week.

Leave Shelby Thursday at 6 a m,
Arrive at Spartanburg C. H. by 6 p m,
Leave Spartanburg C. H. Friday at 6 a m,
Arrive at Shelby by 6 p m.

5265 From Shelby, by Muddy Fork, Old Furnace, Dallas, Crowder's Mountain, King's Mountain, White Plains, and Clingman, to Shelby, equal to 26 miles and back, twice a week.

Leave Shelby Wednesday and Saturday at 6 a m,
Arrive at Shelby next days by 12 m.

5266 From Newton, by Flint Rock, and Fisher's, to Catawba View, 21 1-2 miles and back, once a week.

Leave Newton Saturday at 12 m,
Arrive at Catawba View by 6 p m,
Leave Catawba View Friday at 5 p m,
Arrive at Newton next day by 11 1-2 a m.

5267 From Newton, by Vesuvius Furnace, Chronicle, Cottage Home, Stanley's Creek, Woodlawn, and Stowesville, to South Point, 48 miles and back, once a week.

Leave Newton Thursday at 6 a m,
Arrive at South Point next day by 12 m,
Leave South Point Friday at 1 p m,
Arrive at Newton next day by 7 p m,

5268 From Beattie's Ford, by Sherrill's Ford, Long Island and Lourance's Mills, to Newton, and back by Mountain Creek and Dry Ponds to Beattie's Ford, equal to 30 miles and back, once a week.

Leave Beattie's Ford Saturday at 6 a m,
Arrive at Newton by 7 p m,
Leave Newton Sunday at 6 a m;
Arrive at Beatie's Ford by 7 p m.

5269 From Rutherfordton, by Sandy Plains, Earlesville, (S C.,) Gowensville, Millburg, Milford, and Chick's Springs, to Greenville, 52 1-2 miles and back, once a week.

Leave Rutherfordton Thursday at 6 a m;
Arrive at Greenville next day by 11 a m;
Leave Greenville Friday at 1 p m;
Arrive at Rutherfordton next day by 7 p m.

5270 From Rutherfordton, by Logans, Store, Oak Spring, First Broad, Duncan's Creek, Polkville, and Camp Call, to Garner's Ford, 44 miles and back, once a week.

Leave Rutherfordton Friday at 5 a m;
Arrive at Garner's Ford by 7 p m;
Leave Graner's Ford Thursday at 5 a m;
Arrive at Rutherfordton by 7 p m.

5271 From Rutherfordton, by Cooper's Gap and Mills' Gap, to Columbus, 22 miles and back, once a week.

Leave Rutherfordton Tuesday at 6 a m;
Arrive at Columbus by 12 m;
Leave Columbus Tuesday at 1 p m;
Arrive at Rutherfordton by 7 p m.

5272 From Rutherfordton, by Brittain, Patten's Home, Golden Valley, and Dysartsville, to Marion, 37 miles and back once a week.

Leave Rutherfordton Tuesday at 6 a m;
Arrive at Marion by 6 p m;
Leave Marion Wednesday at 6 a m;
Arrive at Rutherfordton by 6 p m.

5273 From Rutherfordton, by Cedar Creek, Otter Creek, and Sugar Hill, to Marion, 32 miles and back, once a week.

Leave Rutherfordton Friday at 7 a m;
Arrive at Marion by 6 p m;
Leave Marion Saturday at 7 a m;
Arrive at Rutherfordton by 6 p m.

5274 From Asheville, by Sulphur Springs, Homminy Creek, Turnpike, Pigeon River, Waynesville, Peru, Webster, Franklin, Valleytown, Tomatla, and Marble Spring, to Murphey, 124 miles and back, twice a week.

Leave Asheville Monday and Thursday at 6 a m;
Arrive at Murphey Wednesday and Saturday by 7 p m;
Leave Murphey Monday and Thursday at 6 a m;
Arrive at Asheville Wednesday and Saturday by 7 p m.

5275 From Asheville, by Sulphur Springs, Avery's Creek, Mill River, Boilston, Claytonville, Davidson's River, Dunn's Rock, Cedar Mountain, Cagle's Fountain, (S. C.,) North Saluda, Tituroy, and White Horse, to Greenvill, 84 miles and back, once a week.

Leave Asheville Friday at 6 a m;
Arrive at Greenville next day at 7 p m;
Leave Greenville Wednesday at 6 a m;
Arrive at Asheville next day by 7 p m.

Proposals to go by Calhoun, instead of Davidson's River and Dunn's Rock, will be considered.

5276 From Asheville, by Dick's Creek, Turkey Creek, Sandy Mush, Cross Rock, Spring Creek, Fine's Creek, Crab Tree, and Jonathan's Creek, to Waynesville, 66 miles and back, once a week.

Leave Asheville Friday at 6 a m;
Arrive at Waynesville next day by 8 p m;
Leave Waynesville Wednesday at 6 a m;
Arrive at Asheville next day by 8 p m;

5277 From Asheville, by Flat Creek, Ivy Bend, Walnut Creek, and Jewell Hill, to Warm Springs, 41 1-2 miles and back, once a week.

Leave Asheville Tuesday at 6 a m;
Arrive at Warm Springs next day by 12 m;
Leave Warm Springs Wednesday at 1 p m;
Arrive at Asheville next day by 6 p m.

5278 From Forks of Pigeon to Pigeon River, 5 1-2 miles and back, twice a week.

Leave Forks of Pigeon Monday and Thursday at 10 1-2 a m;
Arrive at Pigeon River by 12 m;
Leave Pigeon Rriver Monday and Thursday at 1 p m;
Arrive at Forks of Pigeon by 2 1-2 p m.

5279 From Waynesville, by Ivy Hill, Quallatown, Governor's Island, Nantithal, Stekoih, and Fort Montgomery, to Valleytown, 78 1-2 miles and back, once a week.

Leave Waynesville Tuesday at 5 a m.
Arrive at Valleytown next day by 8 p m;
Leave Valleytown Thursday at 5 a m.
Arrive at Waynesville next day by 8 p m.

5280 From Waynesville, by Jonathan's Creek, Cove Creek, Cattaloochee Creek, Big Creek, Hopkinsville, (Tenn.,) Hackletooth, Denton's, and Fair Garden, to Dandridge, 70 miles and back, once a week.

Leave Waynesville Monday at 4 a m;
Arrive at Dandridge next day by 5 p m;
Leave Dandridge Wednesday at 4 a m;
Arrive at Waynesville next day by 5 p m.

5381 From Franklin, by Skeeneh, Tennessee River, Head of Tennessee, (Ga.,) Rabun Gap, Clayton, Tiger, Suquee, and Tallulah, to Clarksville, 50 miles and back, twice a week; Suquee and Tallulah to be supplied only on alternate trips.

Leave Franklin Tuesday and Friday at 1 p m;
Arrive at Clarksville next day by 6 p m;
Leave Clarksville Monday and Thursday at 6 a m;
Arrive at Franklin next day by 12 m.

5282 From Franklin, by Cowee, Nantithala, Forks of Tennessee, and Niyohih, to Chilhowee, (Tenn.,) 66 1-2 miles and back, once a week.

Leave Franklin Wednesday at 5 a m;
Arrive at Chilhowee next day by 8 p m;
Leave Chilhowee Friday at 5 a m;
Arrive at Franklin next day by 8 p m.

5283 From Copperville, by Tusquitee, Fort Hembree, and Brasstown, (Ga.,) to Mount Eolia, 21 1-2 miles and back, once a week.

Leave Copperville Tuesday at 5 a m;
Arrive at Mount Eolia by 12 m;
Leave Mount Eolia Tuesday at 1 p m;
Arrive at Copperville by 8 p m.

5284 From Murphey, by Hanging Dog, Buffalo, and Yellow Creek, to Niyohih, 42 miles and back, once a week.

Leave Murphey Monday at 6 a m;
Arrive at Niyohih next day by 12 m;
Leave Niyohih Tuesday at 1 p m;
Arrive at Murphey next day by 7 p m;

5285 From Murphey, by Nottla, Rollin, (Ga.,) Hot House, Edom, and Santa Lucah, to Ellejay, 45 1-2 miles and back, once a week.

Leave Murphey Friday at 5 a m;
Arrive at Ellejay by 8 p m;
Leave Ellejay Saturday at 5 a m;
Arrive at Murphey by 8 p m.

5286 From Murphey, by Ivy Log, (Ga.,) to Blairsville, 22 miles and back, once a week.

Leave Murphey Monday at 5 a m;
Arrive at Blairsville by 12 m;

Concluded on last page.

REMARKS OF GEN. EDNEY,

OF HENDERSON,

On the bill to modify the restrictions on the Western Extension, delivered in the Senate, January 13th, 1859.

Mr. Speaker, in 1848 a railroad charter was granted by the Legislature, entitled the North Carolina Central railroad. It was extended westward to the town of Salisbury; there the western extension ceased, and it was turned south to Charlotte, thence into South Carolina. Thus ended the western extension of the Central railroad. In 1854 the said road was extended from Salisbury, by way of Statesville, Morganton, and the Swanannoa Gap, to the French Broad river, near Asheville, by a charter appropriating four millions of dollars, on the part of the State, to continue said work, and the substitute now under consideration, offered by myself, in lieu of the original bill I had the honor of introducing, proposes to amend the charter of 1854. The original bill I presented, provided that whenever two hundred thousand dollars were subscribed by private subscribers, the State should authorize the public treasurer to subscribe four hundred thousand dollars, on the part of the State, and so on from time to time, till the whole sum of six millions, the capital stock of said company, shall have been subscribed. To this bill objections were urged by eastern Senators, upon the ground that the work might progress at each end proposed, and exhaust the State subscription, leaving the expensive work of the mountain pass to be executed by the State, thus involving the State in heavy additional appropriations. To obviate these, and other rational or well founded objections to this great work, I drew up and submitted the substitute, which provides that one-third of the amount necessary to construct the second, as well as the third division, which extends the road from Morganton to the Paint rock, on the Tennessee line, shall be subscribed by solvent persons, counties, or corporations, and the contracts taken for the completion of the whole work and approved of by the board of internal improvements, before any of said work shall be commenced under said charter. It further provides that the State shall not be called on to pay more than five hundred thousand dollars per annum of her subscription.

Now, Mr. Speaker, what, I ask, is the solution of this proposition? It is this: to ask the State only to keep in good faith and carry out its solemn legislative pledges. This bill further proposes, that not only the road shall be built to its present terminus, near Asheville, for the original sum appropriated on the part of the State, to wit—four millions of dollars—but to complete it to the Paint rock, a distance of forty-four and one-fourth miles further than the original charter extended it. I ask, Mr. Speaker, whether in the whole history of railroad engineering on this continent, there ever has been a proposition so extraordinary and favorable to the advancement of a great system of State policy?

With a view to disabuse the minds of Senators and present this scheme in its true light, I propose now to furnish the Senators with some profiles, maps, estimates, and figures explanatory of the work already completed on said line, and the probable cost necessary to finish the entire work. The road from Salisbury to Statesville is now completed, fully equipped and running, and is perhaps as fine if not the finest railway of its length in the Union; and what is still more extraordinary, it has been completed within the engineer's estimates. The road from Statesville to Morganton is now let to contract to a gentleman of high character, of means and ability amply sufficient to construct the work, and that too for a less sum than the engineer's estimates, and that said work will be completed for the price stipulated, no well informed person doubts. This contract embraces the first section of said western extension. The second section under the bill now under consideration, extends from Morganton to a point one mile west of the western portal of the Swannanoa tunnel, a distance of forty-two miles; estimated cost, one million nine hundred thousand dollars.

This section embraces the entire mountain division, eight miles and one-fourth, including the approaches to the mountain on the western and eastern slopes; estimated cost of said mountain pass, about seventy thousand dollars per mile.

This includes six short tunnels; aggregate length twenty five hundred and twenty-five feet; the principal tunnel is only fourteen hundred feet, which lies under the summit of the gap. These estimates calculated the whole excavations and tunnels to be rock, and allow one hundred and fifteen dollars for every lineal foot of said work, and the average grade of this mountain pass is one hundred and five feet per mile. The circular run around the round nob, as exhibited here on this beautifully drawn map, prepared by our scientific engineer, Mr. J. C. Turner, exhibits in a high degree the science of this skillful engineer, and though it may seem a novelty to some, yet this ingenious and admirable device, of gaining one hundred and five feet elevation by this curvature, saved to the State one million and a half of dollars of tunneling, which could not otherwise have been avoided.

The third division of said road extends from the terminus of the second division, to wit: a point one mile west of the western portal of the Swanannoa tunnel, by way of the valleys of Swannanoa and French Broad rivers, to the Paint rock on the Tennessee line, a distance of sixty-two and one-half miles; estimated cost, eleven hundred and twenty-four thousand dollars, (these estimates may not be precisely correct.) Whole distance from Salisbury to Paint rock, one hundred and eighty-three miles, one and three-fourths less than the present stage read. Total cost of the whole work, five millions four hundred and twenty four-thousand three hundred and twenty-five dollars. Contrast this great work with other similar works crossing the Alleghany range, and see whether we have cause, in the presence of natural obstacles in the way of our progress, to bow politely to the opposing mountain range, and bowing, pass round the base saying as we look back: "You see, friends, we need have no bad feelings, the world is large enough for thee and me."

Baltimore and Ohio railroad, two hundred and one miles in length, crossing the Blue Ridge, cost seven millions five hundred and seventy-six thousand and fifty-one dollars. Virginia Blue Ridge railroad, crossing Rock Fish gap, one hundred and ninety-five miles in length, cost eight millions six hundred and ninety-one thousand six hundred and seventy-nine dollars. Thus we see those gigantic works go forward, between rocks and cliffs piled heavenward, on the one hand, and dashing torrents, rushing and howling amid deep hills and valleys, on the other.

Mr. Speaker, the beautiful river, limpid as chrystal, Swanannoa, runs, from the summit of the Blue Ridge, down the descending plain, with a gentle descent of some fifteen feet to the mile, to its junction with the French Broad, a distance of some eighteen miles; thence down the French Broad, with a continuing gentle descent of only eleven feet to the mile, to the Paint rock, a distance of forty-four miles. This railroad runs, not encountering a hill from the summit of the ridge to the point of connection with the Tenn. railroad which runs to Morristown thirty-nine miles distance, there connecting with the different railways diverging in every direction over the wide spread valleys and extended plains, stretching out into the far regions of the west, embracing perhaps the most productive and fertile region on this continent.—These two rivers, the entire length they are traversed by this contemplated line of railway, possess the finest water power in the known world. Every mile furnishes declivities and shoals capable of turning all the mighty machinery of Lowell, and if the whole capacity of the water power in this distance of seventy miles were employed, it would turn the machinery of half the world.

Mr. Speaker, if I had descriptive powers adequate to the task, I could describe our western mountain grandeur and sublime heights in a manner which would break in upon the mind of this Senate chamber, like a scene of enchantment. Would that I could, by any act of mine, decoy our native sons and daughters of the good old North State from their wayward wanderings to the north, among abolitionists, and the avowed enemies of the south, and invite them to the blue hills and mountain crests of their own native State. Is there a Senator in this chamber whose heart does not throb with emotions of State pride, when he considers in what derision we are held by the States belting us on the north and on the south?—Have we no State pride to build up our own State, to stretch our own lines of railways from our own seaboard westward, through slave regions to the golden valleys belting the Pacific, building up, fertilizing, and encouraging the chivalric southern States, thus extending our railways from the very lips of the Atlantic to the confines of Mexico, a distance through southern States and over southern soil greater than from our seaboard to the trading ports of Europe? Why not hasten the day when our water and railway communications shall connect directly, in a straight line, the States, kingdoms, and empires of the old world, through the tropical regions of the south, with California and the mineral region of the Pacific ocean?

Mr. Speaker, our people have such a taste for northern tours—trips to northern watering places—that nothing can be par excellence unless it comes from the north. Our coats, shoes, hats, plows, spades, domestics, and all in substance that we wear, we buy from abolitionists and yankees. Why not build up our own sea port towns and cities, and open up a direct importation from Liverpool and Havre, and then extend our railways westward and form a direct connection with the great national Pacific railway, which will doubtless soon be built, connecting as it will, the southern and western hemisphere? Our sea ports, in our State in its full length, from seaboard to mountain top, lie directly on the line from Europe to the great Pacific regions of the west. There is not a State in this Union, whose capacity to live independently of all the world, is as great as ours, and yet there is not one that enjoys as little of that real independence which should characterise the true hearted sons of our beloved State. Do I address a Senator to-day whose pride and love for his own State are not paramount to all else? If I do, I beg to know him no more forever. I love every plant and flower that bedecks her soil, and her whole people with a devotion that will never die. Will we not unite our heads and hearts to advance every great work, in every locality within our borders? Let us act, not prompted by jealousies and discords, but as a band of brothers, to advance the aggregate interests of the whole, as an entirety; yet a feeling of brotherhood prevail, to advance, to elevate, and dignify our social, physical, and mental condition as a people. I feel and exclaim, in the language of a classic writer: "My foot is on my own native soil, and my name is Gregor." Our western people beyond the Blue Ridge have co-operated from the earliest history of railways in our own State, with eastern and middle portions, in constructing, building, and equipping all our railways, canals, and river navigations. They never complained, but steadily and consistently voted for every project, and when great works have fallen short of being completed with the funds appropriated, they have come to the rescue, and voted for additional appropriations. Quite all now are completed. Six hundred miles of railway have been built and in full operation, and not one mile laid down in western North Carolina, beyond the Blue Ridge, the only outlet the State can ever find to connect herself with the great prairies and valleys of the west. I now ask you, as brother Senators, to come to our aid. Make good your pledges, and we will not only complete the great link to the present terminus on French Broad, with the present appropriation on the part, of the State, but go forward like true North Carolinians, and carry the work forty-four miles further, without any additional State aid. We will give up our true sea port, Charleston, and trade within our borders. Ever since 1838, our western people have been taxed, and over taxed, to construct your works, and grand schemes of State policy, and State improvements. I repeat, ever since that day we have been visited with the heavy taxes and burdens of government, and never enjoyed any of its blessings. Will you not consider that patience and forbearance will not, cannot last always? Our good old State, is checkered all over with railways and canals, except the west, and none of her roads extending eastwardly, yielding any profits, nor never will till her railways are extended beyond the Alleghanies. No system of internal improvements, in any of the Atlantic States, ever did yield a profit till they reached beyond the Blue Ridge, and all have been lucrative that have mastered this monarch of mountains. Every State now from Maine, yes from the Bay of Fundy, where the sea rolls up her tide sixty feet perpendicular, to the tropics of Texas, has extended their railways beyond the Blue Ridge, except our own State, and our railways never will pay till this grand connection is made.

Mr. Speaker, this important connection, once gained, will bring the vast commerce and traffic from the richest regions of the west—all of Tennessee extending to Memphis on the Mississippi, Indiana, Kentucky and Ohio, will trade to our seaports, with their millions of tons of cotton, hemp, tobacco, flower, hemp-seed oil, clover-seed, beef, pork, feathers, lard, hay, stock of all descriptions, and a thousand domestic commodities, not enumerated, because our exchanges are admirably adapted to each other's convenience; all theirs we consume, and they want our rice and other commodities, suited to their varied wants—so that what becomes useless and inconvenient to one people, becomes highly useful and convenient to another.—Thus mutual convenience begets commercial traffic.

Mr. Speaker, have Senators considered the strides we have made within a few years in the great march of internal improvement.—In 1829 we had in the United States three miles of railroad; in 1855, we had twenty-seven thousand miles, employing five thousand locomotives and eight thousand cars—costing the country one thousand millions of dollars. We stand amazed when we behold the grandeur of our great march. This grand scheme is not yet complete, it is only in the cradle of being, it still remains susceptible of such further improvement as the rapid advancement in the arts of good government may suggest, or the condition of a people in their progress of civilization may require—and there exists no where upon earth a country so universally susceptible of the highest possible state of improvement as our own; yet we still sleep and slumber over the imbeded mineral treasures, and allow our sister States to drink our life's blood. Could I invoke the aid of true North Carolinians on this Senate floor, we would put in motion a scheme and carry it out, which would hasten the day when North Carolina would hold up her head and take her true rank among the American States—and this great wester connection is the link to put in motion this grand object.

It is manifest eastern Senators look upon the tunnelling of the Blue Ridge, at the point designated in the bill, as an impracticable work, at least within anything like the range of the present appropriation; if they had scaled the summit of the Blue Ridge on horse and on foot, in travel and in chase, as often as myself, they would quickly discover their error. Why sir, the Blue Ridge has been ascended from east to west, at its most rugged steps; and why should we hesitate to approach at the point on our line, one of the most favorable in the whole range.

I have extended my remarks beyond the proposed limit I had in view, and as the question will come up again, after the different features of the bill have been discussed, I will now close them, by thanking the Senate for the interest manifested in the bill under consideration.

Report of the House Committee on the Cuban Question.

WASHINGTON, January 30.

The report recently made by Mr. Branch, from the Committee on Foreign Affairs, traces the several acquisitions by the United States from the close of the Revolution—when they had no territory in the Gulf of Mexico—to the present time; they now own all its shores, except Mexico, together with a transit right at Tehuantepec, in Mexico. Estimating the present commerce in the Gulf at two hundred millions, independently of the coast-wise trade between the Atlantic and Pacific, which, to cross at Tehuantepec, must pass through the Gulf, and expresses the opinion that in a few years the trade will amount to five hundred millions. The question is asked whether those nations which have for an adequate consideration placed us in a position rendering the free use of the Gulf a necessity to us, can justly refuse any concessions necessary to secure its enjoyment.

The report shows from the position of Cuba in reference to the Gulf and the trade of our navigators, that it commands the trade of all the Gulf ports just as completely as Louisiana does that of the Mississippi, and that it is as important to remove Spain from Cuba, as it was to remove France from Louisiana in 1803. It comments on the action and motives of Napoleon Bonaparte in 1803, and contrasts with it the uniform reluctance of Spain to amicable territorial arrangements with us, while making no objection to sell territory to France and England, Louisiana and Florida were transferred and re-transferred, time and again, between Spain, France and England; almost like a personal chattle; but when Florida became necessary to us, Spanish pride revolted, and we could not buy it on any terms.

The report cites certain acts passed by Congress in 1811 and 1812, in secret sessions, instructing the President to seize Florida, and placing an army and navy at his command, and appropriating money for the purpose. It approves the sentiment of the President that we would not acquire Cuba except by honorable negotiation, unless compelled to do so by the imperative and over-ruling law of self-preservation. It does not think that honorable negotiation ought to be considered as exhausted, nor that it would be proper to discuss what the imperative law of self-preservation would require of us until an offer, having the express sanction of Congress, has been distinctly made to Spain, for the island; and rejected.

While national security is our object, the pecuniary gains would be such that we can afford to pay a liberal price for it.

The advantages to our several industrial classes—agricultural, manufacturing, navigation and commercial—are stated in detail. It is shown that the sugar and molasses consumed in the United States, cost the consumers about nine millions of dollars per annum more than they would if Cuba belonged to the United States, and that our farmers would sell eight millions of dollars worth of flour, pork and lard, where now they sell none. The advantages which would accrue to the other classes, are shown to be even greater.

The Committee say this exhibit is not made to excite the cupidity of our citizens, nor to encourage unlawful enterprise, for if the island is ever taken, it must be by the constituted authorities, acting in obedience to law, but to show that we can afford to pay a liberal price for it.

The advantages to the people of Cuba are stated, and the opinion expressed that its native white population eagerly desire annexation. No civilized people averse to our institutions, ought to be taken into the Union.

To the objection that the bill ought not to pass because it is thought that Spain will not sell, it is answered that the President alone has opportunities of official information, and it is to be presumed that he would not have made and presented his recommendation to Congress without a motive, and that since he has presented the subject to Congress so prominently, its failure to respond would be construed by Spain as a dissent from his views. If it should ever become necessary for us to seize the island, we could much better justify summary measures if we had offered an equivalent, and Spain had refused it. That we ought not to be deterred from doing what may be necessary hereafter to our vindication from any supposed unwillingness on the part of Spain to receive our overtures in an amicable spirit.

Letter from Col. Thomas.

RALEIGH, Jan. 27, 1859.

T. W. ATKIN, ESQ.:

SIR—You and some of the people about Asheville, seem to think strange that the Bill introduced by Gen. Edney should have been defeated. How you could have expected the passage of such a Bill, is the wonder to me. What did the Bill propose? It proposed to change the location of the Road, as contemplated by the Act of 1854-'55, by which the State appropriated four millions of dollars, and instead of running west from Asheville, along the 35th degree of latitude, through the counties of Haywood, Jackson, Macon and Cherokee, to form almost an air line with Chattanooga, and thus give the Roads through North Carolina East of the Blue Ridge the advantage of distance to the extent of forty or fifty miles, over the East Tennessee and Virginia Road, and by that means make it the great thoroughfare of travel from Norfolk, Beaufort and Wilmington, on the Atlantic, which would be sufficient to pay the large sum the State has invested in her Railroads—upwards of twelve millions of dollars—and thus relieve the people of North Carolina of being taxed not only to pay the interest, but also the principal, of the State debt. Gen. Edney's proposition was to compell the Company to locate the Road to the Paint Rock, and thus deprive the people of all the western counties, as well as the people of Homony valley, of a Railroad, and at the same time tax them to help build it.

But not only did the plan proposed contemplate the unjust policy of leaving out all the counties west of the French Broad, but it proposed a connection with the East Tennessee and Virginia Road, at Morristown, from which it was nearer to Richmond than to Beaufort Harbor, and nearer to New York by that route than by the Road through N. Carolina; and consequently, while it could command neither through freight or travel, to act as feeders upon the North Carolina Roads on the Atlantic slope, our Roads would never be able to pay either the interest or principal on the debts contracted for their construction. The Asheville papers could then have applied with propriety the language used in relation to the Blue Ridge Road. The North Carolina Road, it would be said throughout the State, "has ended in a fixed fuss, and makes the tax payers sweat and the treasury groan."

Contrast with the policy proposed in Gen. Edney's bill, the propositions made to him and others. Did they insist upon their location being adopted, and the French Broad route to be excluded by law? No. They proposed to leave the location to be made the best route, and to be selected by the Company. And suppose the route west had been selected, what would have been the great injury done to the people of French Broad, or to the village of Asheville? Independent of the advantage of making all our Roads paying Roads, Asheville would have had a Railroad over which not less than from one to two hundred travelers would have passed daily; and the county seat of Henderson would have been within 16 miles of the Road, and the county seat of Madison would be within 20 miles, and both villages, as well as Asheville, retain all the advantages of their Turnpike road, which furnishes a home market for their produce, on which their prosperity has depended.

The scripture doctrine of doing as we would be done by, should be applied to the case, before the people of French Broad Valley complain of the representatives of the people west of French Broad. Suppose the Senator from Burke had introduced a bill to change the location west of Morganton, and instead of going to Asheville had confined by law the location north from Morganton to Jonesboro', instead of Morristown, would the people of Asheville have applauded the liberality of the Senator from Burke, and would they have said that the French Broad delegation ought to support it? Will some of the dissatisfied about Asheville explain the difference in the two propositions, except that they were embraced in the one scheme and left out of the other?

We now have a Bill which comes up to-morrow, by an order of the Senate I had made yesterday, which proposes to progress with the Western Extension from Morganton to Asheville, as fast as the stock is subscribed, then to leave it to the Company to decide on the route, either down the French Broad to the Paint Rock, or west through the counties west of French Broad; and to proceed with the construction as far as the appropriation will go. This bill I am satisfied will pass, unless defeated by efforts to commence a fight on the Cross Charter.

I ask you to publish this explanation as due to myself. W. H. THOMAS.

Burning of the Steamer North Carolina.

BALTIMORE, Jan. 30.

On Friday night last, about 12 o'clock, the splendid steamer North Carolina, which left here at 6 p. m., with a large number of passengers for Norfolk, Portsmouth and the Seabord Road, was discovered to be on fire. Every effort was made to save the valuable vessel but they proved unavailing. The wildest consternation and most paralyzing alarm seized upon the passengers and crew, and the boat was burnt to the water's edge.

A distinguished Baptist clergyman, named Curtis, known to be from South Carolina, and one of the colored stewards, are known to have perished.

The North Carolina, like her consort, the Louisiana, was one of the most magnificent boats running out of Baltimore, and having recently undergone very thorough repairs, was considered as good as new. She was commanded by Capt. Jas. Cannon, as experienced and intrepid a seaman as ever stood at the helm.

The origin of the fire we have been unable to ascertain. She was well provided with hose, water buckets, and all other necessary apparatus for the extinguishment of fire. But at the hour of midnight, many miles from land, and a most combustible material to feed the flames, it is very easy to conceive how the passengers and crew became terror-stricken and utterly unable to put forth any effort likely to check the raging element. No situation in which a man can be placed is more appalling than that which the passengers of the North Carolina were doubtless called upon to witness.

Caster oil is said to be one of the best articles for wheel grease. In its pure state it will last long, and operate most remarkably.

ONE WORD.

ALL indebted to us will bear in mind that the year has closed, and we have served them faithfully. Now return the compliment by serving us, and allowing us to pass receipts in full. SUMMEY, McDOWELL & CO.

January 1, 1859.

Office W. N. C. R. R. Co.

Statesville, Dec. 30, 1858.

ORDERED, by the Board of Directors of the W. N. C. R. R. Co., That Books of Subscription be opened for sixty days from and after the 1st January, 1859, at the following places, and under the direction of the following persons, or any three of them, for the sum of $300,000, being the estimated sum necessary to be subscribed by solvent persons or counties, to construct and complete the 2nd Division of the W. N. C. R. R. from Morganton to Old Fort, in McDowell County:—

SALISBURY, under the direction of A. Henderson, J. I. Shaver, B. F. Fraley, D. A. Davis, Wm. Murphy.

STATESVILLE, under the direction of J. F. Alexander, J. W. Stockton, L. Q. Sharpe, W. F. Watts, Hugh Reynolds.

NEWTON, under the direction of Jonas Bost, John Wilfong, G. Sitzer, D. B. Gaither, M. L. McCorkle.

MORGANTON, under the direction of E. J. Erwin, Thos. G. Walton, W. F. McKesson, C. M. Avery, Alexander Duckworth.

MARION, under the direction of Wm. Murphy, Jasper Neal, Alney Burgin, A. M. Erwin, and J. L. Carson.

LENOIR, under the direction of James Harper, R. B. Bogle, C. C. Jones, Smith Powell, Ed. Jones or any three of them.

TAYLORSVILLE, under the direction of Jos. M. Bogle, A. C. McIntosh, A. Carson, Robert Wilson, W. G. James, or any three of them.

ASHEVILLE, under the direction of N. W. Woodfin, J. W. Patton, W. W. McDowell, A. S. Merrimon, John Burgin.

At the expiration of sixty days the Commissioners will please forward the Books to this Office.

R. F. SIMONTON,
Sec'y & Treas'r.

January 13, 1859.—2m.

SALE OF VALUABLE LAND.

IN obedience to a decree of the Court of Equity of Cherokee county, I will offer for sale to the highest bidder, at the Court House in Murphey, on Tuesday of march Court, next, a certain piece or parcel of land, belonging to the Estate of Junaluskee, deceased. Said land lies in the

VALLEY TO CHEOWEE,

in Cherokee county. There is in the tract 339 acres, the larger portion of it level, and will make a fine farm. It was given to Junaluskee by the Legislature of North Carolina, for his brave services in the war of 1812.

TERMS OF SALE.

One third of the purchase money is to be paid down One third in one year, and the other in two years, with interest from date.

N. S. JARRETT, Com.,

Jan. 13, 1859. 6t

NOTICE.

THE partnership heretofore existing between Dr. J. F. E. Hardy and Dr. W. L. Hilliard was this day dissolved by mutual consent. All persons indebted to the firm are requested to come forward and settle at once, without further notice.

J. F. E. HARDY,
W. L. HILLIARD.

Dec. 31, 1858.

W. L. HILLIARD, M. D.

ASHEVILLE, N. C.

☞ Office first door south of the Bank. ☜

January 6, 1859.

FAMILY GROCERY AND CONFECTIONARY.

THE subscribers having determined to supply Asheville, and vicinity, with what has been long needed, a first class

FAMILY GROCERY,

are now receiving a large assortment of Goods in their line, consisting in part of

Sugar, Coffee, Molasses, Rice, Fish, Cheese, Crackers, Pickles, Candies, Raisins, Almonds, Toys of Every Kind,

and a general stock of Fancy Goods, making their establishment a genuine

VARIETY STORE.

They have a choice stock of Cigars and Tobacco.

They invite the public to call and examine their assortment, and they will find every article fresh and excellent, and prices extremely low. Store nearly opposite Gaines, Deaver & Co., in the brick house long known as a Drug Stare.

SULLIVAN & PATTON.

P. S.—No Books kept in the establishment.

Dec. 2, 1858.

PHILIPS' HOTEL.

Murphey, N. C.

THE undersigned begs leave to inform the public that he is prepared to render comfortable all who may honor him with a visit.

HIS TABLE

shall be supplied with the best the county affords which, with comfortable Beds, and unremitting attention to his guests, will he trusts render his Establishment worthy of patroge, a liberal portion of which he solicits. His stables shall always be supplied with

Good Horse feed, and a Good Hostler.

Call and give me a Trial and you shall be pleased.

N. G. PHILIPS.

January 20, 1859.

GAINES, DEAVER & CO. buy all kinds of FUR. Boys, bring in your Raccoon and Opossum skins. Jan. 6, 1859.

North Carolina Mutual Insurance Company.

AT the Annual Meeting of the North Carolina Mutual Insurance Company, held on the 14th inst., the following persons were elected Directors and Officers for the ensuing year:

DIRECTORS:

Henry D. Turner, Raleigh.
J. R. Williams, do.
T. H. Selby, do.
C. M. D. Hutchings, do.
Kemp P. Battle, do.
George Little, do.
James M. Towles, do.
James E. Hoyt, Washington.
Alex. Mitchell, Newbern.
Joshua G. Wright, Wilmington.
John M. Jones, Edenton.
W. M. Griffin, Elizabeth City.
F. F. Fagan, Plymouth.
J. W. Harrell, Murfreesboro.
H. B. Milliams, Charlotte.
George A. Smith, Milton.
O. F. Long, Hillsboro'.
Joseph White, Anson county.
Josh. Boner, Salem.
A. T. Summey, Asheville.

OFFICERS OF THE COMPANY.

T. H. Selby, President.
H. D. Turner, Vice President.
John H. Bryan, Attorney.
Hamden S. Smith, Secretary and Treasurer.
T. H. Selby, *ex officio*, } Executive Committee
John R. Williams, } Executive Committee
C. W. D. Hutchings, } Executive Committee

This Company has been in successful operation over 10 years, and continues to take risks upon all classes of property in the State, (except Steam Mills and Turpentine Distilleries,) upon favorable terms. Its Policies now cover property amounting to $4,737,649, a large portion of which is in country risks; and its present Capital is over Seven Hundred Thousand Dollars, in bonds, properly secured.

The average cost of Insurance upon the plan of this Company has been less than one third of one per cent. per annum, on all grades of property embraced in its operations.

All communications in reference to insurance should be addressed to the Secretary, post paid. HAMDEN S. SMITH, Sec.

A. T. SUMMEY, Agent, Asheville.

Raleigh, March 12, '57. 1y

North Carolina Mutual Life Insurance Compan.

OFFICE, RALEIGH, N. C.

THIS Company insures the lives of individuals for one year, a term of years, or for life, on the MUTUAL PRINCIPLE, the assured for life participating in the profits of the Company. For policies granted for the whole term of life, when the premium therefor amounts to $30, a note may be given for one half the amount of the premium bearing interest at 6 per cent without guaranty.

The prompt manner in which all losses have been paid by this Company together with the low rates of premium, present great inducements to such as are disposed to insure.

SLAVES are insured for a term of from one to five years, for two-thirds their value.

All losses are paid within 90 days after satisfactory proof is presented.

DIRECTORS.

Charles E. Johnson,	Wm. W. Holden,
Wm. D. Haywood,	Wm. D. Cooke,
James F. Jordan,	R. H. Battle,
Quinten Busbee,	Wm. H. Jones,
H. W. Husted,	P. F. Pescud,
Wm. H. McKee,	K. P. Battle.
Charles B. Root,	

OFFICERS.

Dr. Charles E. Johnson, President,
William D. Haywood, Vice President.
R. H. Battle, Secretary,
William H. Jones, Treasurer,
H. W. Husted, Attorney,
Charles E. Johnson, M. D. } Medical
William H. McKee, M. D. } Board of
Richd. B. Haywood, M. D. } Consultation.
Q. Busbee,
W. H. McKee, } Executive Committee.
Charles B. Root,

For further information, the public are referred to the pamphlets, and forms of proposal, which may be obtained at the Office of the Company, or any of its Agencies.

Communications should be addressed, (post paid,) to R. H. BATTLE, Secretary.

A. T. SUMMEY, Agent, Asheville.

Raleigh, March 12, 1857—1y.

ASHEVILLE Mutual Insuranc Company,

AT a meeting of the members of the *Asheville Mutual Insurance Company*, convened in Asheville on Friday October 17th, the following Board of Directors and Officers were elected to serve during the year, viz:

DIRECTORS.

James W. Patton, W. D. Rankin, J. M. Blair, N. W. Woodfin, J. E. Patton, B. J. Smith, Hugh Johnston, Ephraim Clayton, M. Patton.

OFFICERS.

J. R. OSBORNE, President.
W. W. MCDOWELL, Vice President.
J. B. RANKIN, Secretary and Treasurer.

EXECUTIVE COMMITTEE.

J. W. PATTON, W. D. RANKIN, M. PATTON.

MEDICAL BOARD.

J. F. E. HARDY, M. D.
J. D. BOYD, " "
W. L. HILLIARD, " "

ATTORNIES.

Z. B. VANCE, A. S. MERRIMON.

All communications should be addressed to J. B. RANKIN, *Secretary.*

Asheville, Nov. 15, 1856.

New Goods! New Goods!

THE subscriber having bought out the firm of J. M. Blair & Co., is now receiving and opening, at their old stand, a large and general assortment of

DRY GOODS, Fancy and Staple, Shoes, Boots, Hats, Caps, Youths and Men's Clothing, Hardware, Drugs AND Groceries.

He solicits a share of the public patronage, and promises to sell as cheap for CASH as any one can desire. Before you buy give him a call.

JAMES A. PATTON.

Asheville, Nov. 4, 1858.

THE ASHEVILLE NEWS.

THOS. W. ATKIN, Editor.

ASHEVILLE, N. C.

Thursday, Feb. 10, 1859.

Col. Thomas' Letter.

In accordance with a promise made last week, we publish to day the letter of Col. Wm. H. Thomas. He, as the reader will not fail to observe, complains of the course of the "village of Asheville," and the people generally of the French Broad valley, in censuring him for his opposition to General Edney's bill, and makes an argument to prove that fidelity to his own constituents required that he should take the course he did. We would assure the honorable Senator that the "village of Asheville" does not censure him for fidelity to his immediate constituents—on the contrary, the "village" admires that trait in his character. The "village" and French Broad do complain, however, that after having, as was generally understood, participated in an amicable arrangement and understanding, to make a concerted effort to get a bill for the extension to Paint Rock through the Legislature, the Senator from Jackson should refuse, for reasons best known to himself, to comply with his pledges to support the bill.

The "village" also thinks, that in opposing the bill, the Senator *did not* promote the interests of his immediate constituents, but *did* strike a very effective blow at the interests of the entire country west of the Ridge. It is of this, O Senator, that the "village" and French Broad complain. If Col. Thomas' immediate constituents could by the most remote possibility derive any benefit from his course in this matter, then French Broad Valley would look more leniently upon his failure to redeem his pledges to the Paint Rock extension.

The argument used by Col. Thomas for the Chattanooga route, instead of the connection at Morristown, looks well, at first thought; but let it be remembered that from Asheville to Chattanooga, by his route, it is, we suppose, at least 250 miles; while from this point to Morristown it is not more than 70 or 80—quite a difference in the construction of a Railroad. We are ready to grant that if the route proposed by Col. T. could be built within a reasonable time, it would present some inducements which the other does not; but as a practical man, we are unwilling to sacrifice a positive good, clearly within reach, and easily attainable, for a more dazzling prize quite as clearly out of reach, at least of the present generation.

We desire to see an appropriation made for a survey in the direction of Chattanooga, for a Road in that direction will be built, ultimately. A survey will demonstrate the practicability of the work, develope the native wealth of the country, attract population, and pave the way for the final consummation of the enterprise. It is a work which will require time to accomplish, and one which cannot be forced through by any system of hot-house pressure.

In the meantime, give us the connection at Morristown, through the French Broad Valley, and even Col. Thomas' constituents will be benefitted by it. Life and animation will be imparted to trade, and new stimulus given to every industrial enterprise, of the blessings of which the rich mineral regions of Haywood, Jackson, Macon and Cherokee could not fail to partake largely.

Handsomely Done.

We have the pleasure of laying before our readers the following note from the Hon. Edward Everett, acknowledging on behalf of the Mount Vernon Association the sum forwarded by the Ladies of Asheville. It is a graceful acknowledgment of a graceful act:

BOSTON, 21st Jan., 1859.

MY DEAR LADIES—I have received your favor of the 14th, enclosing a draft for fifty six dollars, being the generous contribution of the Ladies of Asheville to the Mount Vernon Fund.

I am greatly indebted to you for making me the medium, through which this handsome sum is added to the fund; and for your obliging estimate of my services.

An engraved form of receipt is in course of preparation, of which a copy shall be forwarded to you, when completed.

I remain, my dear ladies, with great regard, very truly yours

EDWARD EVERETT.

The Coal Fields Road.

The Bill granting aid to the above work has finally passed both Houses of the General Assembly, and is now a law. We are glad of it, for although remote from our section, we think it a work entitled to State aid, and one which will assist materially in the development of the native wealth of the State.

☞ R. P. Waring, Esq., of Charlotte, has been appointed Consul to St. Thomas, by the President of the United States, and has accepted the appointment. The Island of St. Thomas is a Danish possession in the West Indies. The salary of the office is $4000 per annum.

☞ We are under obligations to Messrs. Vance and Branch, of the House of Representatives, for sundry public documents.

SHOCKING AFFAIR.—On Monday night a drunken couple, in Alleghany, Pa., in some manner set fire to their house, and were burned along with four of their children.—One child with much difficulty escaped.

From the Legislature.

We have Raleigh dates to the 5th, and have to regret that there is nothing from the Legislature of a cheering character for the people of the West. The Bill providing for the extension of the Western North Carolina Railroad to this place, was defeated in the House of Commons on the 3d, by a vote of 53 noes to 39 ayes. Thus result astonishes us somewhat, and mortifies us exceedingly. The West had a right to expect better things of that body, but their just claims are repudiated and scorned, and they left to look elsewhere than to their own State Legislature for the aid necessary to attain a respectable degree of prosperity. The Legislature, it is thought, will adjourn about the 15th. Should nothing be done for the West, it is for the people to say whether they will longer tamely submit to be "hewers of wood and drawers of water" for the rest of the State. The Revenue Bill has passed its third reading in the House, and will no doubt become a law. This Bill largely increases our already heavy taxes. Now is there a man in the Legislature "green" enough to harbor the opinion that the people west of the Ridge will submit to additional taxation, after their claims have been spurned, and they treated with contempt? We shall see what we shall see.

The Standard has the following article, which we commend to the Democratic members of the Legislature as pregnant with wisdom. The short comings of the Legislature cannot be saddled on the opposition, however deserving of censure, because there is a Democratic majority of 52 in the body, and they have the power to do justice to the West, in spite of the factious opposition, and for a failure to do so, they will be held to a strict accountability.

"A WORD TO THE WISE," &c.—It is plain to any one who has taken the trouble to observe, that the leaders of the opposition in the Legislature are preparing their plans for 1860 with much ingenuity.

They voted almost *en masse* in the Commons against the Revenue bill; and they do not appear to be disposed either to aid in establishing a Bank to supply the place of the present State Bank, or to take part in removing the restrictions on the Western Extension. Of course there are exceptions among these leaders, but they are few and far between.

What then? Suppose nothing should be done for the West—nothing for the Cape Fear and Deep River improvement, in which the State is deeply interested—nothing in the way of currency, leaving the Bank of the State to wind up, with no similar institution to take its place, and with a revenue bill raising from six to seven hundred thousand dollars per annum from the people—what must be the result? Will it be altogether agreeable to the dominant party? Will they *gain* votes under the pressure which the opposition will certainly bring upon them? Suppose, too, the additional aid asked for the Albemarle and Chesapeake Canal should be refused, as the Greensborough and Danville charter was refused—will this diminish or increase complaints? The Greensborough and Danville charter, did you say? Yes, but we are speaking not of the action of the Legislature, or of the merits of the mesure, *but of results.* Is there any thing in that?

Our friends may depend upon it, the opposition will exert every nerve to carry the State in 1860. They are preparing for the contest *now;* and they will take advantage of every act of omission and commission on the part of the Democratic party. Our zeal in the cause must be our apology for these remarks. The responsibility is on the Democratic party, and the best and safest way is "to face the music" and meet the responsibility boldly and fully. "A word to the wise is sufficient."

☞ We are requested to say that the Temperance Celebration, announced in our last to come off on the 22d inst., has been postponed. A temperance meeting will, however, be held on the night of the 22d, at the Town Hall. The speakers will be announced next week.

☞ The homestead bill passed the House of Representatives on the 1st inst., by a vote of 120 to 76. Messrs. Branch, Craige, Gilmer, Ruffin, Shaw, Vance and Winslow, of this State, voted against it. Mr. Scales was absent.

☞ The ridings of the Judges of the Superior Courts, this Spring, will be as follows:

First circuit,	(Edenton.)	Saunders.
2d	"	(Newbern,)	Sheperd.
3d	"	(Raleigh)	Dick.
4th	"	(Hillsboro',)	Caldwell.
5th	"	(Wilmington,)	Heath.
6th	"	(Salisbury,)	Bailey.
7th	"	(Morganton,)	Manly.

☞ William H. Prescott, the eminent historian, died suddenly a few days since of paralysis, at his residence in Boston. He was about 60 years of age. Besides the great histories of Ferdinand and Isabella, the Conquest of Mexico, the Conquest of Peru, and the now incomplete Philip II, Mr. Prescott published a volume of miscellany which added to his reputation.

PURCHASE EXTRAORDINARY.—The President is going, he says, to buy Cuba; but this is nothing to what seventeen abolitionists at the North are about to do:

Seventeen abolitionists, headed by Dr. Nott, of Union College, call a meeting at Albany on Jan. 25th, for the purpose of discussing the feasibility of buying up the 4,000,000 blacks owned by the South, and setting them loose upon the world. They propose to have them paid for out of the National Treasury—which would only require the sum of $1,000,000,000 (one thousand million of dollars) which is below the value of the subordinates now owned, clothed and fed south of Mason and Dixon's line.

Robery of Adams' Express.

AUGUSTA, Jan. 30.

Adams' express was robbed on Friday, between Montgomery and [illegible], mostly in five and ten dollar bills of Georgia and South Carolina banks. A reward of $5000 is offered for the recovery of the money.

McCormick's Reaper Public Property.

WASHINGTON, Jan. 31.

McCormick's celebrated patent for the improvement in reaping machines expired to day. The invention is now public property.

The Tariff.

WASHINGTON, Feb. 2.

The Democratic Congressional caucus have decided that it is inexpedient to alter the tariff.

FIRE.—On last Saturday morning, near 2 o'clock, a fire broke out in the steam saw mill of Messrs. Gower, Cox & Co., near the Railroad depot, and soon communicated itself to their machine shop adjoining, which, with its contents, consisting of valuable machinery, engine, seasoned stuff, work in the course of preparation, etc., were entirely consumed. The loss sustained by this enterprising firm amounts to about $12,000, without estimating any of the collatteral disadvantages arising from the check upon their business operations at this point. Several of the workmen sustained comparatively heavy losses in the destruction of their tools.

Judging from the characteristic energy and enterprise of the concern we do not think that many months will elapse before they will have erected a new building and supplied it with improved machinery. The character of their work has secured for them in times past an extensive patronage, and the delay caused by this unfortunate event will be generally felt.—*Greenville Mountaineer.*

Love, Elopement & Suicide

BELLOWS FALLS, Vt., Jan. 28.

A young man named Harrison Sanders eloped last night with the wife of his brother, Daniel Sanders, from Springfield, Vt., came to this place and took a room at the Bellows Falls House. The husband and the Sheriff pursued them, and the parties, finding themselves caught, took strychnine. Young Saunders died in twenty minutes. The woman is expected to recover.

Arrivals at the Eagle Hotel.

Thomas T. Patton, Pleasant Retreat; W. R. Baird, Buncombe; Alexander Pearson, M. Creek; J. S. Hankel, Charleston; L. O. Williams, Williamston; R. G. Shoolbred, Flat Rock; J. S. Shoolbred, Flat Rock; T. A. Allen, Hendersonville; C. D. Farrar, Charleston; Joseph Tate and Brother, Tenn.; J. P. Sawyer, city; T. A. E. Bohnstedt, Wilmington; Henry C. Gillespie, Charleston; John Osborn, Tenn.; J. P. Osborn, Haywood; S. R. Cain, Tenn.; R. M. Farnesworth, N. C.; A. Rider, N. C.; Hiram Riddle, N. C.; W. R. Young, city; Miss Cain, F. College; A. B. Jones, Buncombe; John B. Palmer, Detroit; J. B. Sleek, Texas; W. B. Clarkson, Columbia; John Burgin and Son, Swannanoa; Jas. White, Tenn.; Fred. Mitchell, Tenn.; A. G. Haren, R. Creek; F. M. Farnum, Ala.; A. J. Sayre, Ala.; Allen Jackson, Charleston; R. G. Shoolbred, Flat Rock; S. E. Penland, city.

Plan of Appointments

For Wm. F. Gray, the Methodist Protestant Preacher for the Buncombe Circuit:

Sunday,	March 6,	Jarrett's	school house.
Tuesday,	" 8,	Candler's	" "
Wednesday,	" 9,	Benevolence.	
Friday,	" 11,	Bethel.	
Saturday,	" 12,	Smith's meeting house.	
Sunday,	" 13,	Jonathan's Creek.	
Tuesday,	" 15,	Fine's	"
Wednesday,	" 17,	Plemmons' school house.	

Negroes Wanted.

WE want to buy from 100 TO 500 LIKELY NEGROES, for whom we will pay the highest cash prices.

CHUNN & PATTON.

Asheville, Feb. 10, 1859. tf

VALUABLE LAND
Near Asheville,
FOR SALE.

ON the 25th day of August next, we will sell on the premises, the valuable Farm belonging to the Estate of the late Thomas Foster, and lying on Swannanoa River, two miles east of the town of Asheville. The Tract contains about

SEVEN HUNDRED ACRES,

A large portion of it the best quality of River Bottom.

There are on the place a good

Grist and Saw Mill,

and large and convenient buildings of every kind. The place has long been known as one of the best Stands in the up-country.

A more particular description is deemed unnecessary, as any one wishing to buy will look and judge for himself.

TERMS.—Twelve months credit, with bond and approved security, and title withheld until the purchase money is paid.

G. C. ALEXANDER, } Executors.
THOS. H. FOSTER, }

Feb. 10, 1859. tds

☞ Charleston Courier, Raleigh Standard, and Knoxville Whig will publish weekly till sale, and forward bill to Executors.

Wanted to Hire.

A GOOD cook, washer, and ironer, for the balance of the year. Apply to

J. H. GUDGER.

Asheville, Feb. 3, 1859. 4w

Molasses, Molasses.

Manufactured from the Chinese Sugar Cane, by W. W. McDowell, Esq., for sale by the gallon or barrel, by SUMMEY, McDOWELL & Co.

Salt.

A large quantity always on hand, and for sale at $2 75 per sack, by

Nov. 18. RANKIN & CHAPMAN.

W. L. TATE,
ATTORNEY AT LAW,

ASHEVILLE, N. C.

HAVING located at Asheville, will attend the Courts of Buncombe and surrounding counties. Office at Gudger's Hotel.

December 16, 1858.

Iron, Nails and Castings.

A First rate lot of Iron, Nails and Castings; just received. Over 2000 lbs. of Oven Lids, of all sizes and descriptions.

NEW SYSTEM

THE undersigned having become fully convinced that the PAY DOWN system is the [illegible], has adopted that system, and will in future

MAKE NO ACCOUNTS

with any one.

He will keep a large and complete

STOCK OF GOODS,

on hand, to suit the wants of the people, and will sell at the lowest possible rate, for **Cash,** or on reasonable terms for

COUNTRY PRODUCE.

Consequently, it will be to the interest of all to pay for their Goods when they buy them. His *STOCK* at present consists in part of the following articles—

Brown, bleached, striped and plaid Domestic—a large lot; Bed Tick.; Calico; Ginghams; Oil and Furniture Prints; bleached and brow Sheeting; white, red and yellow Flannel; Opera Flannels, all colors; De Laines, Cashmeres, Alpaccas and Merinos—a great variety of colors and qualities; Irish Linen; table Linen, Damask; Linen Sheeting; Pillow Case Linen and Linen Toweling, a large stock of superior quality; Lace Window Curtains, nice and cheap; Tweeds, Janes, Cassimeres, and Cloths black and colored—a considerable assortment.

READY MADE CLOTHING.

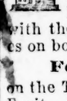
A large lot of Pants, Business Coats, Dress Cloth Coats from $8 to $22; Vests from 75 cents to $10; Linen & Marsailes Collars; Linen & Marsailes Shirts, fancy and white; Net Shirts; Net brown & bleached Drawers; brown and bleached Half Hose; Cravats; Handkerchiefs; Gloves; Suspenders; Boots and Shoes, a great variety; Hats, any quantity, and qualities to suit all; table and pocket Cutlery, a good assortment; Iron, a large lot; a fresh supply of

SUGAR, COFFEE, RICE, SODA, GINGER, PEPPER, Spice, Shot, Lead, Caps and Chewing and Smoking Tobacco of all grades.

All of which I respectfully invite all persons in want of Goods to call and examine & price, feeling assured I can give sufficient inducement to effect sales.

Asheville, Jan. 27, 1859. **W. H. JACKSON.**

A FINE FARM
FOR SALE!
Eight Miles from Asheville.



THERE are in this Tract 1800 ACRES, more or less, extending from the Mine Hole Gap, on the Rutherford Road, over a mile and a half with the Road, and bounded by Mountain Ridges on both sides of the Valley. There are

Four Comfortable Tenant Houses

on the Tract, and 3 or 4 ORCHARDS of choice Fruit. There is plenty of good MEADOW and good BOTTOM, cleared and uncleared. Also, the best of Pine and White Oak, in the greatest abundance. This place affords one of the best STANDS on the Rutherford Road, if desired for that purpose. With an adequate force and proper cultivation, this Tract might be made one of the finest and most productive grain or grazing farms in Buncombe county.

To be sold entire. Terms (for the next six months) $5 500, and payment made accommodating. Refer to A. T. SUMMEY,

Asheville, N. C.

February 3, 1859. 3mpd

SAM. C. BRYSON,
Attorney at Law.

WILL practice in all the Courts of the counties of Cherokee, Macon, Jackson, Haywood, Henderson, Buncombe and Madison.

Office at Waynesville, Haywood county.

February 3, 1859. tf

NOTICE!!
PROPERTY FOR SALE.

THE undersigned having been appointed according to law, to administer upon the estate of the late Moses Freeman, deceased, who died intestate, will, on Saturday the 12th of February proximo, at the late residence of said intestate, sell all the personal property belonging to said estate.

Much of the property to be sold is valuable. It consists principally of

4 LIKELY NEGROES.

HORSES,

HOGS, CATTLE,

Corn, Oats, Rye,

HOUSEHOLD & KITCHEN

Funiture, & Farming Tools,

&c., &c., &c.,

The sale will be made on a credit of 6 months, and the purchaser will be required to give bond and approved security for the purchase money.

A. E. BAIRD.
Administrater.

Marshall, N. C.
Jan. 27, 1859.

State of North Carolina,

MADISON COUNTY.

Superior Court of Law—Fall Term, 1858.

M. B. Buckner
vs.
Eliza M. Buckner.

PETITION FOR DIVORCE.

IT appearing to the satisfaction of the Court that Eliza M. Buckner, the Defendant in this case, is a non resident of this State, it is therefore ordered by the Court that publication be made in the Asheville News for six successive weeks, notifying the said Eliza M. Buckner to be and appear at the next Superior Court of Law to be held for the county of Madison at the Court House in Marshall, on the 3d Monday after the 4th Monday in March next, then and there to plead, answer or demur to plaintiff's petition, or judgment pro confesso will be taken as to her.

Witness, L. M. ALLEN, Clerk of our said Court, at Office, the 3d Monday after the 4th Monday in Sept., 1858, and in the 83d year of our Independence. Issued 22d Jan. 1859.

L. M. ALLEN, *Clk.*

Jan. 27. Printer's fee $6. 6w

HAVE you been to **Jackson's,** since he adopted the

Cash System.

If you have not, be sure to go when you want any other goods. He is selling very cheap for Cash.

IF YOU have any money to spend [illegible] Jackson first.

NEW PROGRAMME
FOR 1859.

THREE years experience in trade at Asheville has satisfied me that the credit system

WON'T PAY.

I am therefore compelled by a decent regard for myself, my friends and the "rest of mankind," to declare my intention to abandon the credit system, and consequently to announce to my friends and the public generally that from and after the

FIRST OF FEBRUARY,
1859,

no accounts will be kept, except such as are made a matter of special agreement between the parties and subject to *prompt settlement* on the first of July and January in each year.

While I have too high a sense of the responsibility of the position of Druggist and Apothecary, to defy competition *as to price,* I can and do defy any and all competition *as to quality,* and consequently have no hesitation in guaranteeing all medicines put up and sold by me to *be pure, fresh, genuine and reliable.*

To the many thousand friends who have thus far extended me their patronage, I take this occasion to tender my grateful acknowledgments, and also beg leave to express the hope that my future prompt attention to business, and constant and unceasing efforts to serve them, may merit their kind appreciation and approval, and that I may continue to receive a liberal share of their generous encouragement.

And in conclusion, allow me to repeat the fact, and let it not be forgotten, that every article of medicine put up and sold by me is warranted to be as represented, or the money refunded.

Thus endeth the first chapter.

ED. J. ASTON.

Asheville, Jan. 27, 1859.

State of North Carolina,

MADISON COUNTY.

Superior Court of Law—Fall Term, 1858.

L. D. Beachboard
vs.
J. D. Woodward et al.

IT appearing to the satisfaction of the Court that J. D. Woodward, one of the Defendants in this suit, is a non resident of this State, it is therefore ordered by the Court that publication be made in the Asheville News for six successive weeks, notifying the said J. D. Woodward to be and appear at the next Superior Court of law to be held for the county of Madison at the Court House in Marshall, on the 3d Monday after the 4th Monday in March next, then and there to plead, answer or demur to the said suit, or judgment exparte will be taken as to him.

Witness, L. M. ALLEN, Clerk of said Court, at Office in Marshall, the 3d Monday after the 4th Monday in Sept., 1858, and in the 83d year of our Independence. Issued the 22d day of Jan. 1859.

L. M. ALLEN, *Clk.*

Jan. 27. Printer's fee $6. 6w

NOTICE.

ALL persons indebted to me, either by note or account, will do well to come and settle right away, as I here enter my eternal protest against asking for it, but will send some one else to get it.

T. C. WINGATE,

Jan. 27, 1859. tf

IF you want Books, Drugs or Medicine go to Aston's, but if you want any other kind of goods, call at the

Cheap Cash Store,

Opposite Gudger's Hotel.

W. H. JACKSON.

Jan. 27, 1859.

FLOUR, Corn Meal, & Seed Oats, for sale cheap for Cash at W. H. JACKSON'S

GAINES, DEAVER & CO. wish to buy all the Feathers, Beef Hides, Wool and Cash you have to spare. Jan. 6, 1859.

Desirable Town Property
FOR SALE.
BARGAINS!

The subscriber offers for sale all his Town Property, well known as among the best located, best improved, and most valuable in the place.

The lot on which he lives, within three minutes walk of the Court House, contains about two acres, and has upon it a new and elegant

DWELLING HOUSE,

containing ten rooms, and all necessary out buildings. There is a well of excellent water in the yard. The whole improvement is new and of the best description, and as a residence very desirable.

—ALSO—

His Store House and Lot near the public square, and immediately opposite Gudger's Hotel. There is an excellent

Brick Store House,

45 by 26 feet, three stories, having attached a good ware house, ice house, sheds and offices. The lot contains about an acre and a half, lying immediately on Main street. This is one of the oldest and most popular business stands in Asheville.

—ALSO—

About Ninety Acres of Land lying immediately adjoining the residence—much of it well timbered, and all of it good tillable land, and lying within the corporate limits of the town.

This property forms one of the best settlements for a business man to be found anywhere. It will be sold separately, or together, to suit purchasers. Any one wishing to buy such property will of course examine it for themselves, and a further description is, therefore, deemed unnecessary. It will be sold on accommodating terms

JESSE S. SMITH.

January 6, 1859. tf

THE GROVER & BAKER
SEWING MACHINE CO.

HAVING greatly increased their facilities for manufacturing their CELEBRATED FAMILY MACHINES, with all the recent improvements, have reduced their prices, and offer for sale

A NEW STYLE MACHINE.
PRICE $50.

Hemmers $5 Extra.

It is no longer questioned that these Machines are the best in use for family sewing. They

Hem, Fell, Gather and Stitch

in the most superior manner, and are the only machines in the market that are so well and simply made, that they may be sent into families with no other instructions than are contained in a circular which accompanies each machine, and from which

A Child of Ten Years

may readily learn how to use them, and keep them in order. They make upwards of

Fifteen Hundred Stitches A Minute,

and will do the sewing of a family cheaper than a seamstress can do it, even if she works at the rate of

One Cent An Hour.

Is there a husband, father or brother in the United States, who will permit the drudgery of hand sewing in his family, when a Grover & Baker Machine will do it better, more expeditiously, and cheaper than can possibly be done by hand?

Offices of Exhibition and Sale:—495 Broadway, New York. 18 Summer Street, Boston.—730 Chestnut Street, Philadelphia. 137 Baltimore Street, Baltimore. 58 West Fourth Street, Cincinnati.

Agencies in all the principal Cities and Towns in the United States.

☞ SEND FOR A CIRCULAR. ☜

January 13, 1859.

ASHEVILLE
CARRIAGE SHOP.

HAVING bought the interest of E. L. Triplett in the wood shop, I now offer my services to the citizens of Asheville and surrounding country. Thankful for past favors, I will continue to carry on the

Carriage and Buggy Making

business in its various branches. Also, wagons, carts, &c. I still occupy the old stand of James Smith, in the south of Asheville.

From my long experience, I flatter myself I shall be able to give entire satisfaction.—My work shall not be surpassed in the State.

Repairing neatly executed at short notice, and must be paid for before removed.

Produce taken in exchange for work.

Orders from a distance promptly attended.

D. J. McGREGOR.

Asheville, January 20, 59. tf

A CHANGE.

HAVING bought out the stock of Goods of Mr. M. Patton, and associated him with us in business, on the 1st instant, our business will for a term of years be conducted under the name and style of

SUMMEY, SPEARS & CO.

We are grateful to our friends for the very liberal patronage extended to our establishment heretofore, and hope to merit a continuance of their favors.

We intend to keep a good assortment, and will sell on as accommodating terms as possible; and want to do business as to live and let live. To do this, we must adhere strictly to having all matters closed punctually at the end of each year.

SUMMEY, McDOWELL & CO.

January 1, 1859.

NOTICE.

ON Monday, Tuesday and Wednesday of Madison Superior Court, in April next, we will, in the

TOWN OF MARSHALL,

proceed to sell all the land due of the unsold LOTS. Also, about Ten Acres, which will be laid off in Lots, in the Island.

A credit of one and two years will be given, the purchaser giving bond and approved security, with interest from date.

J. W. AMERSON, } Commissioners.
JOHN A. HAGG, }

Jan. 27, 1859. tf

EVERY kind of country produce taken in exchange for Goods at

Nov. 18. J. A. PATTON'S.

Concluded from first page.

Leave Blairsville Monday at 1 p m;
Arrive at Murphey by 8 p m.

5287 From Hendersonville, by John Evans', Solomon Whitaker's, and Jesse Israel's, to Curtis, in Buncombe county,—miles and back, once a week.

Bidders will state distance, and propose a schedule of departures and arrivals.

5288 From Hendersonville, by Dunlap's Bluff, Calhoun, Davidson's River, Cathey's Creek, Cherryfield, Dogback Valley, and Georgetown, to Casher's Valley 53 1 2 miles and back, once a week.

Leave Hendersonville Thursday at 6 a m;
Arrive at Casher's Valley next day by 12 m;

Leave Casher's Valley Friday at 1 p m;
Arrive at Hendersonville next day by 7 p m.

Proposals to embrace Dunn's Rock will be considered.

5289 From Casher's Valley, by Horse Cove, and Pine Mountain, (Ga.,) to Clayton, 33 miles and back, once a week.

Leave Casher's Valley Monday at 6 a m;
Arrive at Clayton by 8 p m;
Leave Clayton Tuesday at 6 a m.
Arrive at Casher's Valley by 8 p m.

5290 From Cherryfield, by French Broad; (local,) High Top, Cane Creek, (S. C.,) and Toxaway, to Eastatoe, 35 miles and back, once a week.

Leave Cherryfield Monday at 6 a m;
Arrive at Eastatoe by 8 p m;
Leave Eastatoe Sunday at 6 a m;
Arrive at Cherryfield by 8 p m.

FORM OF PROPOSALS, GUARANTY, AND CERTIFICATE.

Proposals.

The undersigned, ——, whose post office address is ——, county of ——, State of——, proposes to convey the mails of the United States, from July 1, 1859 to June 30, 1863, on route No ——, between —— and ——, agreeably to the advertisement of the Postmaster General, dated December 3, 1858, and by the following mode of conveyance, viz: ——, for the annual sum of —— dollars.

This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried and all other particulars in reference to the route and service, and, also, after careful examination of the laws and instructions attached to the advertisement, and subject to all the conditions therein contained.

Dated

(Signed.)

Guaran'y.

The undersigned, residing at ——, State of ——, undertake that, if the foregoing bid for carrying the mail on route No —— be accepted by the the Postmaster General, the bidder shall prior to the 1st day of August, 1859, enter into the required obligation, or contract, to perform the service proposed, with good and sufficient sureties.

This we do understanding distinctly the obligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836, and agreeing to abide by the penalties therein provided.

Dated

(Signed by two guarantors.)

Certificate.

The undersigned, postmaster at —— State of —— certifies, UNDER HIS OATH OF OFFICE, that he is acquainted with the above guarantors, and knows them to be men of property and able to make good their guaranty.

Dated

(Signed.)

INSTRUCTIONS.

Containing conditions to be incorporated in the contracts to the extent the Department may deem proper

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail bags.

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the departments, also post office blanks, mail bags, locks, and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines the route agents of the department are to be conveyed without charge, and for their exclusive use, while traveling with the mails, a commodious car, or apartment in the centre of a car, properly lighted, warmed, and furnished, and adapted to the convenient separation and due security of the mails is to be provided by the contractor, under the direction of the department.

Railroad and steamboat companies are required to take the mail from and deliver it into the post offices at the commencement and end of their routes, and to and from all offices not more than eighty rods from a station or landing.

Receipts will be required for mail bags conveyed in charge of persons employed by railroad companies. There will also be "way bills" prepared by postmasters, or other agents of the department, to accompany the mails, specifying the number and destination of the several bags. On the principal stage routes, likewise, receipts will be required and way bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mail bags.

4. No pay will be made for trips not performed; and for each of such omissions, not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof and the importance of the mail, may be made

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from or deliver it into a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat on a route.

7. The Postmaster General may annul the contract for repeated failures to run greeably to contract; for violating the Post Office laws, or disobeying the instructions of the department; for refusing to discharge a carrier when required by the department to do so; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a *pro rata* increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connexions with railroads, without increase of pay, provided the running time be not abridged. He may also order an increase of speed, allowing, within the restrictions of the law, a *pro rata* increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed relinquish the contract by giving prompt notice to the department that he prefers doing so to carrying the order into effect. The Postmaster General may also curtail or discontinue the service, in whole or in part, at *pro rata* decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interests require the change, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made by collections from or drafts on postmasters, or otherwise, after the expiration of each quarter—say in February, May, August, and November.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied be correctly stated. *Bidders must inform themselves on this point*, and also as to the condition of roads, hills, streams, &c., and all toll-bridges, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such ground, can be considered; nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions increasing distance, occurring during the contract term. Offices established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the distance be not increased.

11. A bid received after the last day and hour named, or without the guaranty required by law and a certificate as to the sufficiency of such guaranty, cannot be considered in competition with a regular proposal reasonable in amount.

12. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, *separately* for different service; and if the *regular* bid be the lowest offered for the advertised service, the other propositions may be considered.

13. There should be but one route bid for in a proposal. Consolidated or combination bids ("proposing one sum for two or more routes") are forbidden by law, and cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder, (that is his usual post office address,) and those of each member of a firm, where a company offers, should be distinctly stated; also the mode of conveyance, if a higher mode than horseback be intended. The words "with due celerity, certainty, and security," inserted to indicate the mode of conveyance, will constitute a "*star bid*."—When a star bid is intended, no specific conveyance must be named. But in case *two* modes of conveyance are named at the same compensation the highest or best for the service will be taken.

15. Bidders are requested to use, as far as practicable, the printed form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless dated and received before the last day for receiving proposals.

Each bid must be guarantied by two responsible persons.

General guaranties cannot be admitted. The bid and guaranty should be *signed* plainly with the full name of each person.

The department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders.

16. The bid should be sealed, superscribed "Mail Proposals, State of ——," addressed "Second Assistant Postmaster General, Contract Office," and sent by *mail*, not by or to an agent; and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

17. The contracts are to be executed and returned to the department by or before the 1*st day of August*, 1859; but the service must be commenced on 1st July preceding, or on the mail day next after that date, whether the contracts be executed or not. No proposition to transfer will be considered until the contracts are executed and received at the department; and then no transfer will be allowed unless good and sufficient reasons therefor are given, to be determined by the department. In all cases the retiring contractor will be required to become one of the sureties on the new contract.

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 31st of March next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail-messenger supply from the 1st of July next.

19. Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let "in every case to the lowest bidder tendering sufficient guaranties for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law a new description of bids has been received. They do not specify a mode of conveyance, but engage to take the entire mail each trip with celerity, certainty, and security, using the terms of the law. These bids are styled, from the manner in which they are designated on the books of the department, "*star bids*," and they will be construed as providing for the conveyance of the entire mail, *however large*, and *whatever may be the mode necessary to insure its "celerity, certainty, and security."*

When the lowest grade of service is believed to be sufficient, the lowest bid will be accepted in preference to a *star* or specific bid.

When the lowest bid is not a star bid, and specifies either *no* mode or an *inadequate* mode of conveyance, it will not be accepted, but be set aside for a specific bid proposing the necessary service.

When the bid does not specify a mode of conveyance, also when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids. Making a new bid with guaranty and certificate is the only way to modify a previous bid.

21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster or by a judge of a court of record. No other certificate will be admitted.

AARON V. BROWN,
Postmaster General

Shingles.

I want twelve or fifteen thousand Shingles—White or Yellow Pine.
Nov. 18, 1858. JAMES A. PATTON.

ANYTHING you want, usually found in village stores, for sale cheap, by
SUMMEY, McDOWELL & CO.

NOTICE.

HAVING disposed of my interest in the "*ASHEVILLE CARRIAGE SHOP*," to D. C. McGregor, I take pleasure in recommending him to the citizens of Buncombe, not only as a superior workman, but also as a sober, industrious and worthy man. He is authorized to close the business of the late firm, and those indebted will please come forward at once and settle up, as the business must be wound up.

E. L. TRIPLETT.
January 20, '59. 4w

AMBROTYPE GALLERY

FOR SALE.

FINISHED complete for operating. Instruments of the best quality, 4-4 size, &c. Room well arranged, with large and superior sky light, and a most desirable stand—one that is paying well. A bargain will be given to any one wishing to engage in the business. Instruction imparted to the purchaser without charge, and all things sold for less than New York cost. For particulars address the subscriber.

O. M. LEWIS.

HOWARD ASSOCIATION,
PHILADELPHIA.

A Benevolent Institution established by special Endowment for the Relief of the Sick and Distressed.

and Epidemic Diseases.

THE HOWARD ASSOCIATION, in view of the awful destruction of human life, caused by Sexual diseases, and the deceptions practiced upon the unfortunate victims of such diseases by Quacks, several years ago directed their Consulting Surgeon, as a *Charitable Act* worthy of their name, to open a Dispensary for the treatment of this class of diseases, in all their forms, and to give *Medical Advice Gratis* to all who apply by letter, with a description of their condition, habits, (age, occupation, habits of life, &c.,) and in cases of extreme poverty, to *Furnish Medicines Free of Charge*. It is needless to add that the Association commands the highest Medical skill of the age, and will furnish the most approved modern treatment.

The Directors of the Association, in their Annual Report upon the treatment of Sexual Diseases, for the year ending January 1st, 1858, express the highest satisfaction with the success which has attended the labors of the Consulting Surgeon in the cure of Spermatorrhœa, Seminal Weakness, Impotence, Gonorrhœa, Gleet, Syphilis, the vice of Onanism or Self-abuse, &c., and order a continuance of the same plan for the ensuing year.

The Directors, on a review of the past, feel assured that their labors in this sphere of benevolent effort have been of great benefit to the afflicted, especially to the young, and they have resolved to devote themselves, with renewed zeal to this very important and much despised cause.

An admirable Report on Spermatorrhœa, or Seminal Weakness, the vice of Onanism, Masturbation, or Self-abuse, and other diseases of the sexual organs, by the Consulting Surgeon, will be sent by mail (in a sealed envelope,) *Free of Charge*, on receipt of *TWO STAMPS* for postage.—Other Reports and Tracts on the nature and treatment of sexual diseases, diet, &c., are constantly being published for gratuitous distribution, and will be sent to the afflicted. Some of the new remedies and methods of treatment discovered during the last year, are of great value.

Address, for Report or treatment, Dr. J. SKILLIN HOUGHTON, Acting Surgeon, Howard Association, No. 2 South Ninth Street Philadelphia, Pa.

By order of the Directors.
EZRA D. HEARTWELL, *Pres.*
GEO. FAIRCHILD, *Secretary.*
May 20, 1858. 1y.

JUST RECEIVED.

WE have just received, and offer for sale, a large lot of Rio and Laguyra

Coffee, Crushed and Brown Sugars, Molasses, Rice, Soda, Fine Chewing and Smoking Tobacco, Cigars, Snuff, Pearl Starch, Imperial and Black Teas, French Olives, Prunes, Citron, White Wine Vinegar, Pickled Salmon, Turpentine Soap, Indigo, Madder, Pepper, Spice, Ginger, &c.

RANKIN & CHAPMAN.
July 29, 1858.

A. WINTER'S MULAY SAW-MILL.

THE undersigned respectfully invites the public to call and see the *MULAY MILL*, now completed by M. Patton, Esq., on the Swannanoa, five miles above Asheville. Any information about the above mills, or machinery for building them, can be obtained of Mr. Patton, of Asheville, or A. Winter, at Due West, S. C. A list of prices for said machinery is left with Mr. Patton, and any order through him will be promptly attended to. Persons wanting information or machinery can also address me.

A. WINTER, Patentee.
Due West, S. C., Sept. 30, 1858. 6m*

Swannanoa Lodge, No. 56,

I. O. O. F.

Holds its regular meetings every Thursday evening, at Temperance Hall.

W. A. PATTON, *N. G.*
J. P. SAWYER, *R. S.*
Asheville, Aug. 26, 1858. tf

DR. J. S. T. BAIRD,

HAVING permanently located on BEAVER DAM, two miles North of Asheville, offers his professional services to the public, in the various branches of his profession.—He can always be found at home, unless professionally absent.

March 18, 1858.

M. L. NEILSON, M. D.,
ASHEVILLE, N. C.

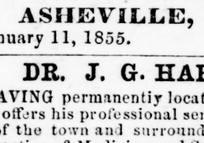
January 11, 1855. tf.

DR. J. G. HARDY,

HAVING permanently located in Asheville, offers his professional services to the citizens of the town and surrounding country, in the practice of Medicine and Surgery. He will attend promptly to all calls, day or night.

Residence at the Eagle Hotel. Office opposite the Court House and near the Cape Fear Bank.
Asheville, November 4, 1858.

G. W. WHITSON,

SURGEON  DENTIST,

ASHEVILLE, N. C.

R. H. CANNON,

Attorney at Law,
Webster, Jackson Connty, N. C.
October 21, 1858. 1y

David Coleman,

Attorney at Law,
ASHEVILLE, N. C.
March 3, 1853.—tf.

TROUT HOUSE,

Atlanta, Georgia,
By Dr. J. D. Boyd,

WHO has taken a lease of the property, and intends to "brush up" and have things as they should be. He would be glad to see his old friends, and others, when they visit this flourishing city. [Nov. 25, 1858.

H. A. BOONE,

ATTORNEY AT LAW,
Webster, Jackson County, N. C.

Will practice in the counties of Cherokee, Macon, Jackson and Haywood.
Oct. 14, 1858.

R AYER'S Cathartic Pills,

(SUGAR COATED,)
ARE MADE TO
CLEANSE THE BLOOD AND CURE THE SICK.
Invalids, Fathers, Mothers, [illegible]
and judge of their Virtues.
FOR THE CURE OF
Headache, Sick Headache, Foul Stomach.

PITTSBURG, PA., May 1, 1855.

DR. J. C. AYER. SIR: I have been repeatedly cured of the worst headache any body can have by a dose or two of your Pills. It seems to arise from a foul stomach, which they cleanse at once. If they will cure others as they do me, the fact is worth knowing.

Yours with great respect, ED. W. PREBLE,
Clerk of Steamer Clarion.

Bilious Disorders and Liver Complaints.

DEPARTMENT OF THE INTERIOR,
WASHINGTON, D. C., 7 Feb., 1856.

SIR: I have used your Pills in my general and hospital practice ever since you made them, and cannot hesitate to say they are the best cathartic we employ. Their regulating action on the *liver* is quick and decided, consequently they are an admirable remedy for derangements of that organ. Indeed, I have seldom found a case of *bilious disease* so obstinate that it did not readily yield to them.

Fraternally yours, ALONZO BALL, M. D.,
Physician of the Marine Hospital.

Dysentery, Relax, and Worms.

POST OFFICE, HARTLAND, LIV. CO., MICH., Nov. 16, 1855.

DR. AYER: Your Pills are the perfection of medicine. They have done my wife more good than I can tell you. She had been sick and pining away for months. Went off to be doctored at great expense, but got no better. She then commenced taking your Pills, which soon cured her, by expelling large quantities of worms (dead) from her body. They afterwards cured her and our two children of bloody dysentery. One of our neighbors had it bad, and my wife cured him with two doses of your Pills, while others around us paid from five to twenty dollars doctors' bills, and lost much time, without being cured entirely even then. Such a medicine as yours, which is actually good and honest, will be prized here.

GEO. J. GRIFFIN, *Postmaster.*

Indigestion and Impurity of the Blood.

From Rev. J. V. Himes, Pastor of Advent Church, Boston.

DR. AYER: I have used your Pills with extraordinary success in my family and among those I am called to visit in distress. To regulate the organs of digestion and purify the blood they are the very best remedy I have ever known, and I can confidently recommend them to my friends.

Yours, J. V. HIMES.

WARSAW, WYOMING CO., N. Y., Oct. 24, 1855.

DEAR SIR: I am using your Cathartic Pills in my practice, and find them an excellent purgative to cleanse the system and purify the fountains of the blood.

JOHN G. MEACHAM, M. D.

Erysipelas, Scrofula, King's Evil, Tetter, Tumors, and Salt Rheum.

From a Forwarding Merchant of St. Louis, Feb. 4, 1856.

DR. AYER: Your Pills are the paragon of all that is great in medicine. They have cured my little daughter of ulcerous sores upon her hands and feet that had proved incurable for years. Her mother had been long grievously afflicted with blotches and pimples on her skin and in her hair. After our child was cured, she also tried your Pills, and they have cured her. ASA MORGRIDGE.

Rheumatism, Neuralgia, and Gout.

From the Rev. Dr. Hawkes, of the Methodist Epis. Church.

PULASKI HOUSE, SAVANNAH, GA., Jan. 6, 1856.

HONORED SIR: I should be ungrateful for the relief your skill has brought me if I did not report my case to you. A cold settled in my limbs and brought on excruciating neuralgic pains, which ended in chronic rheumatism. Notwithstanding I had the best of physicians, the disease grew worse and worse, until, by the advice of your excellent agent in Baltimore, Dr. Mackenzie, I tried your Pills. Their effects were slow, but sure. By persevering in the use of them, I am now entirely well.

SENATE CHAMBER, BATON ROUGE, LA., 5 Dec., 1855.

DR. AYER: I have been entirely cured by your Pills of Rheumatic Gout—a painful disease that had afflicted me for years. VINCENT SLIDELL.

For Dropsy, Plethora, or kindred Complaints, requiring an active purge, they are an excellent remedy.

For Costiveness or Constipation, and as a Dinner Pill, they are agreeable and effectual.

Fits, Suppression, Paralysis, Inflammation, and even **Deafness,** and **Partial Blindness,** have been cured by the alterative action of these Pills.

Most of the Pills in market contain Mercury, which, although a valuable remedy in skilful hands, is dangerous in a public pill, from the dreadful consequences that frequently follow its incautious use. These contain no mercury or mineral substance whatever.

AYER'S CHERRY PECTORAL

FOR THE RAPID CURE OF
COUGHS, COLDS, HOARSENESS, INFLUENZA, BRONCHITIS, WHOOPING COUGH, CROUP, ASTHMA, INCIPIENT CONSUMPTION,
and for the relief of consumptive patients in advanced stages of the disease.

Few need speak to the public of its virtues. Throughout every town, and almost every hamlet of the American States, its wonderful cures of pulmonary complaints have made it already known. Nay, few are the families in any civilized country on this continent without some personal experience of its effects; and fewer yet the communities any where which have not among them some living trophy of its victory over the subtle and dangerous diseases of the throat and lungs. While it is the most powerful antidote yet known to man for the formidable and dangerous diseases of the pulmonary organs, it is also the pleasantest and safest remedy that can be employed for infants and young persons. Parents should have it in store against the insidious enemy that steals upon them unprepared. We have abundant grounds to believe the *Cherry Pectoral* saves more lives by the consumptions it prevents than those it cures. Keep it by you, and cure your colds while they are curable, nor neglect them until no human skill can master the inexorable canker that, fastened on the vitals, eats your life away. All know the dreadful fatality of lung disorders, and as they know too the virtues of this remedy, we need not do more than to assure them it is still made the best it can be. We spare no cost, no care, no toil to produce it the most perfect possible, and thus afford those who rely on it the best agent which our skill can furnish for their cure.

PREPARED BY DR. J. C. AYER,
Practical and Analytical Chemist, Lowell, Mass.
AND SOLD BY

E. J. ASTON, Asheville; W. D. Whitted, Hendersonville; J. M. Craton, Rutherfordton; and by all Druggists & Dealers in Medicine. Wholesale by Haviland, Stevenson & Co., Charleston.

June 17, 1858. 1y

ALL MEDICINES

PUT up and sold at ASTON'S are WARRANTED to be equal in Purity and quality to any sold anywhere or by any person.

March 25, 1858.

FALL & WINTER GOODS.
MERRIMON & SONS,

ARE now receiving, direct from New York, Philadelphia and Baltimore, a heavy as sortment of rich and beautiful Goods, suited to the season, embracing every variety of

DRY Goods, Hardware, Groceries, &c., &c.

They invite particular attention to a rich assortment of

LADIES DRESS GOODS,

and feel satisfied that they will be pronounced beautiful. They have every thing usually kept in a retail establishment, all bought upon the most favorable terms, and going off rapidly at low figures.

Call at Hugh Johnston's old stand, opposite the Court House, and you cannot fail to be pleased with both Goods and prices.

Asheville, Dec. 2, 1858.

LEATHER, Sole, Upper and Harness; a fine Lot always on hand at J. A. PATTON'S.
Nov. 4, 1858.

BURTON & GOLD,

Attorneys at Law,
SHELBY, CLEAVELAND COUNTY, N. C.

WILL practice in the Superior Courts of Law and Equity of all the counties in the 7th Judicial District. Shelby, April 17, 1856. tf

NO stock of Gentlemen's Clothing has ever been brought to this market that can comanre in cheapness and variety with that now on dhad at J. A. PATTON'S.

SALT! SALT!!

150 Sacks of Liverpool Salt—seamless sacks. Call and examine them before you buy. J. A. PATTON.
Nov. 4, 1858.

GAINES, DEAVER & CO. have on hand an excellent stock of Boots, Shoes, Hats and Ready Made Clothing.

October 7, 1858.

FACTS
FOR THE
PEOPLE.

WE [illegible] square, Asheville, the largest and most varied stock of

SPRING AND SUMMER, STAPLE AND FANCY

DRY GOODS,

Ready Made Clothing, Hats & Caps, Boots & Shoes, Hardware, Crockery, Saddlery, Drugs, Dye Stuffs, &c.

Ever offered for sale in this market. Our Goods have been selected with great care in the cities of Baltimore, Philadelphia and New York, with especial reference to the wants of the *PEOPLE*. And as our stock embraces almost every article, "useful as well as ornamental," we flatter ourselves that we shall be enabled to please all who may favor us with a call. The object of this notice is not to publish self-praise and hold ourselves up in a flattering light before the community; but simply to inform you that we have a heavier and better assorted stock of Goods now arriving, than any other house in town, to which we expect to be continually making large additions throughout the season; and to extend to you, one and all, an invitation to visit us and examine our stock, before making your purchases. The styles of our Goods are unsurpassed, and we are determined not to be undersold; and as we make no promise that we do not intend to perform, you may come with the assurance of being satisfactorily accommodated. Country produce taken in exchange for Goods.

RANKIN & CHAPMAN.
April 2, 1857.

DR. H. G. LUNGREN,

HAVING permanently located in Franklin, Macon county, N. C., offers his services to the inhabitants of said county and those adjoining. Dr. L. has been heretofore employed as Chief Resident Physician to the Northern Clinical Infirmary of Philadelphia, where he has met with and successfully treated diseases of both chronic and acute nature.

Dr. L. will be found at his office in Col. Moore's building, at all times, unless professionally engaged.

Dr. L. will visit the town of Webster on the last three days of each month, for the purpose of prescribing for Chronic diseases. Those afflicted will please take notice. He offers this card through numerous solicitations from different persons. The Dr. can be found at Mr. Allison's Hotel.

Franklin, April 15th, '58.

ED. J. ASTON,
Druggist and Apothecary.

STORE, Brick Corner opposite the Court House
RESIDENCE, CHURCH STREET,
Opposite the Episcopal Church.

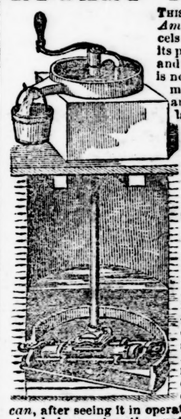
Prescriptions put up with accuracy and despatch at all hours of the day or night.

March 25, 1858.

FALL AND WINTER GOODS.
Gaines, Deaver & Co.

ARE now receiving their usual stock of seasonable GOODS, which, with their late arrivals and with goods to arrive, will make their stock very complete. Call and examine it. [Oct. 7, 1858.

Lindsey's Double-Acting ROTARY FORCE PUMP.



THIS pump has just been patented in *America* and *England*, and far excels any pump heretofore invented; its peculiarities are *simplicity, power*, and *cheapness*. Its simplicity; there is nothing about it but iron and cast metal, and it can be taken apart and put up by any one, and will last for an age. It has the power to raise water *hundreds of feet*, with the extra expense of $3 and the price of pipe. Water rises in it by hand 100 feet per minute! For cheapness' a No. 1. pump (for all ordinary purposes) complete, and fifty feet of pipe, costs but $30! The handle at the top, turns the pipe and pump, and every revolution fills the cylinder twice, affording an abundant supply of water with the least possible expense and labor. It is peculiarly adapted to *deep wells, rail road stations, salt works, mining and manufacturing purposes*. Wherever it is introduced, the old force, suction and chain pumps will disappear. Practical and scientific men pronounce it as without an equal, for all that is here claimed for it. The *Scientific American*, after seeing it in operation, says: "*This pump is very simple in construction, not liable to get out of order, durable, easily operated and economical; we regard it as an excellent improvement.*" Circulars with an accurate drawing and full description sent free of charge to all parts of the country. No. 1, has a one inch pipe; No. 2, 1¼ inches; No. 3, 1¼ inches; and the prices $30, $42, $54; the No. 2 and 3 are designed for *very deep wells, railroad stations, &c.* where much water is required. The subscriber is the general agent for the sale of these pumps to all parts of the world, and *exclusive agent for* NEW YORK. Orders must be accompanied by the *cash*, and should be explicit as to the kind of pump wanted, depth of well, shipping address, &c. They will meet prompt attention. A pump and pipe weighs about 170 lbs. No charge for shipping or cartage. Wells over 50 feet should have extra gearing, which costs $3.

JAMES M. EDNEY,
Com. Merchant, 56 John St. N. Y.
For sale by H. LINDSEY, Inventor, Asheville, N. C.

CURES GUARANTEED.

Cancers and Scrofula Cured.

One Hundred and Thirteen Cases Cured Last Year, 1857.

Pamphlets containing testimonials of the highest character as to his success, will be forwarded to any that may wish them. Those wishing to test the efficacy of *DR. CLOPTON'S* wonderful remedies, must give a correct description of the disease, its appearance in its incipient stage, progress, present condition, location, &c.

A three cent stamp must accompany all communications. Address,

J. A. CLOPTON, M. D.,
Huntsville, Ala.
August 19, 1858. 1y

W. M. HARDY,
ATTORNEY AT LAW,
ASHEVILLE, N. C.

Will attend the Courts of Jackson, Haywood, Henderson, Buncombe, Madison and McDowell.
Asheville, Jan. 8th, 1857. tf

GEN. B. M. EDNEY

WILL practice Law regularly hereafter in the Superior Courts of Cherokee, Macon, Jackson, Haywood, Henderson, Buncombe, Madison, Yancy, Rutherford & Polk.
Office, Hendersonville, N. C. [Feb. 12'571y

GAINES, DEAVER & CO.

HAVE just received, in addition to their stock of Ladies Dress Goods, all wool Delaines, Valentia Plaids, Delaine Robes, Mohair De Berage. Also—Kerseys, Wool Tweeds, Boots, Shoes, &c.
Jan. 6, 1859.

T. W. MURRELL,
COLLECTING AGENT,
ASHEVILLE, N. C.

WILL attend to collecting claims of all kinds, with promptness and punctuality. He especially offers his services to publishers of newspapers and periodicals. Those who employ him may expect returns to be made as promptly as possible.

REFERENCES.—Asheville: A. S. Merrimon, M. Erwin, N. W. Woodfin, Joshua Roberts, and Z. B. Vance, Esqrs.; Dr. J. F. E. Hardy, W. W. McDowell, and Gaines, Deaver & Co. Hendersonville: W. M. Shipp, Esq. Morganton: Col. B. S. Gaither. Editors of News and Spectator, Asheville; and Herald of Truth Hendersonville.

Asheville, Feb. 11, 58.

Save Your Wood,

BY buying some of my STOVES for cooking and warming your rooms.

ALSO

Call and examine a large assortment of

TIN WARE,

of every variety, which I will sell cheap for cash or old Copper, wholesale or retail.

Any article in my line made to order at short notice.

H. LINDSEY.
Asheville, March 20, 1856.—tf

BLACKSMITHING.

THE subscriber is still carrying on the

Smithing Business,

in all its branches, at his old stand in the south end of Asheville.

The superior manner in which he has horses shod, carriages, buggies and waggons ironed, and all manner of work done, are too well known to render it necessary to more than say he will as heretofore turn out none but good work.

Country produce of all kinds taken in payment for work, but it must in every case be delivered before the work is removed.

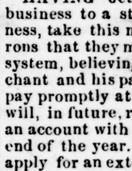
ELIAS L. TRIPLETT.
March 20, 1856.

DISSOLUTION.

THE partnership heretofore existing under the firm and style of *Orr & Coggins*, was dissolved this day by mutual consent.

J. L. ORR,
J. V. COGGINS.
January 20, 1859. 3w

Asheville MALE ACADEMY.



THE 2d session of this Academy will commence on Monday the 3d of January, 1859, and will continue twenty weeks. The building is entirely new, and located about one half mile from the Court House, in a pleasant grove west of the village.

The course of instruction will be thorough in every branch, and the great importance of *self-dependence* will be inculcated in every thing that is taught. Parents desiring to give their sons an English Education, or to have them prepared to enter any Southern College, will address Isaac B. Sawyer.

To those advanced in [illegible] practical instruction will be given in Surveying and the measuring of Heights and Distances, with the use of the Compass, Transit, Theodolite, Level and Rod. Instruction given in Profile making for grading, in estimating Earth work and Masonry, and in the general principles of Civil Engineering. Persons desiring *particular* information in regard to the Classical or English Course, will please address I. B. Sawyer, or the undersigned.

Prices—$6 00, 9 00, 12 00, 15 00.

E. PRENTISS TUCKER, Principal.
January 6, 1859.

CHOICE Segars and Chewing Tobacco. A fine supply just arrived.
Nov. 18 J. A. PATTON.

BRING in your Linsey and Jeans. I will buy all you bring at the highest prices.
Nov. 18. J. A. PATTON.

A CHANGE.
Gaines, Deaver & Co.

HAVING determined upon changing their business to a strict pay down, or prompt business, take this method of informing their patrons that they must discontinue the long credit system, believing it is better both for the merchant and his patrons that they be required to pay promptly at the end of each year. They will, in future, require every one who may have an account with them to pay *promptly* at the end of the year. No one who is in arrears need apply for an extended credit. They expect by adopting this plan to keep up a better stock, and to sell cheap for pay down, or to such men as are known to be prompt. In future their motto will be, "Quick sales and short profits."

Those indebted to them are expected to call and settle their accounts immediately.

Jan. 6, 1859.

N. B. The old debts due W. D. Rankin & Co. *must* be settled immediately.

C. W. GILLESPIE,
Attorney at Law,
HENDERSONVILLE, N. C.

WILL attend *promptly* to all business entrusted to his care. Claims of all kinds sent to him for collection will meet with *early* and *prompt* attention.

January 20, 1859. 6m

BLANK BOOKS.

THE best assortment of Blank Books and Memorandums ever offered to the people of Western North Carolina. Just received, and for sale at ASTON'S.
October 28.

I want to buy Eggs, Chickens, Butter and Poultry, of every description. Try me before you sell elsewhere. J. M. BLAIR.
Nov. 18.

Gudger's Hotel.

ASHEVILLE, N. C.

J. H. GUDGER, Proprietor.

The Southern, Eastern and Murphey stages stop at this House.
Asheville, October 7, 1858.

MEDICAL CARD.

Drs. J. L. & W. Crumley,

HAVING associated themselves in the practice of Medicine in its various branches, will practice in Burnsville and surrounding country. For the information of those interested, they give a synopsis of their regular charges: For a visit in town, in daylight, $1; at night, $2; in the country, 50 cents per mile; at night, or very inclement weather, double that price; for attending to a case of obstetrics, from $5 to $10, exclusive of mileage. For all Surgical operations the regular charges will be made.